REGISTERED No. 61—1871.

The Bombay Gazette.

No. 7,371.—New Series. BOMBAY :—MONDAY, SEPTEMBER 23, 1872. Subscription in Advance { For a Year .....Rs. 42 / For Six Months.. ...Rs. 24 } Including Postage.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale :—

One Year, *in advance*	Rs. 42
Half Year „	„ 24
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One Month „	„ 5

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TERMS FOR ADVERTISEMENTS.

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First insertion	Rs. 5 0
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Third do	„ 2 8
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line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do	4½ „ „
Third and succeeding	2½ „ „

In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time, special contracts may be made.

Domestic Occurrences : Each—Rupee 1.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship PATNA, 1,780 Tons, 200 H.P., Commander G. Betts, will be despatched on SATURDAY, the 5th October 1872, at 4 P.M.

Leave BOMBAY	Oct. 7	Leave Colombo	Oct. 19
„ Cowrae	„	„ Galle	„ 14
„ Mangalore	„ 8	„ Negapatam	„ 18
„ Cannanore	„ 9	„ Pond cherry	„ 20
„ Tellicherry	„ 9	„ Madras	„ 21
„ Calicut	„ 10	„ Coconada	„ 23
„ Beypore	„ 10	„ Visagapatam	„ 24
„ Cochin	„ 11	„ Bimlipatam	„ 24
„ Allepey	„ 12	„ Gopaulpore	„ 25
„ Tuticorin	„ 13	„ Palks Point	„ 26
		Arrive CALCUTTA	„ 28

This route is the most expeditious and economical for Passengers for the Neilgherry district, Bangalore, and Madras, who can land at Calicut or Beypore and proceed from thence by rail. Passengers for Calcutta may take the same route, picking up the steamer at Madras.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE.

Interchangine Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGAH, BUSHIRE, FAO, MAHOMERAH, and BUSSORAH.

The Steam-ship EUPHRATES, 803 Tons, 120 H.P., Commander Metcalfe, will be despatched on FRIDAY, the 27th September 1872, at noon.

Leave BOMBAY	Sept. 27	Leave BUSREH	Oct. 27
Arrive Kurrachee	„ 30	Arrive Fao	„ 16
	Oct.	„ Bushire	„ 18
„ Gwadur	„ 4	„ Bahrein	„ 19
„ Muscat	„ 4	„ Linga	„ 23
„ Bunder Abbas	„ 6	„ Bunder Abbas	„ 25
„ Lingah	„ 8	„ Muscat	„ 27
„ Bushire	„ 10	„ Gwadur	„ 27
		ARRIVE BOMBAY	Nov. 1

[illegible] to sailing.

NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGAH, BUSHIRE, FAO, MAHOMERAH, and BUSSORAH.

The Steam-ship [illegible], 803 Tons, 120 H.P., Commander Metcalfe, will be despatched on FRIDAY, the 27th September 1872, at noon.

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„ Muscat	„ 4	„ Lingah	„ 23
„ Bunder Abbas	„ 6	„ Bunder Abbas	„ 25
„ Lingah	„ 8	„ Muscat	„ 27
„ Bushire	„ 10	„ Gwadur	„ 27
		ARRIVE BOMBAY	Nov. 1

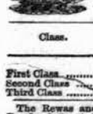
[illegible] to sailing.

NICOL & Co., Agents.

TO SURAT AND TAPTEE.

The [illegible] Commander, will sail for SURAT on TUESDAY, the 24th instant, at 8 A.M. For Freight or Passage apply to the Undersigned, No. 14, Meadow Street.

DADABHOY JAMSETJEE, Agent.



STEAM FERRIES (under contract with Government).—Steam Ferry Boats will ply across the Harbour daily, stopping at the undermentioned Bunders :—

Fares from Bombay to

Class.	Rewas.	Dhurumtur.	Oorun.	Hog Island.	Oolwa.
	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.
First Class	2 0	3 0	2 8	2 0	3 0
Second Class	0 12	1 0	0 8	0 12	0 12
Third Class	0 6	0 8	0 4	0 6	0 9

The Rewas and Dhurumtur Ferry Steamer leaves Carnac Bunder daily at 8 A.M., and Dhurumtur at 1 P.M. The Oorun, Hog Island, and Oolwa Ferry Steamer leaves Carnac Bunder daily at 8-30 A.M., and Oolwa at 1 P.M. Passengers are required to obtain Tickets from the Bunder Clerk previous to proceeding on board.

J. A. SHEPHERD.

No. 33, Meadow Street, Bombay.

WILSON LINE.

LIVERPOOL via SUEZ CANAL.

S.S. HIDALGO, 1,500 TONS.

THIS Fine New Steamer, specially built for the East India Trade, will be DESPATCHED as above about the end of SEPTEMBER.

The accommodation is amidships and well ventilated. The Cabins contain only two or three berths each, so that overcrowding will be avoided. A Surgeon and a Stewardess are carried.

FARES, EXCLUDING WINES, &c.

FIRST CLASS TO LIVERPOOL .....Rs. 500

„ SUEZ.....„ 300

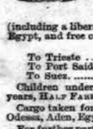
For further particulars apply to

GRINDLAY, GROOM, & Co.

1st August 1872.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

MONTHLY LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, VIA SUEZ CANAL.



THE Passenger Steamer ORESTE, 1,760 Tons, will be despatched for TRIESTE, via SUEZ CANAL, on or about the 10th October. This Steamer has good accommodation for a considerable number of Passengers.

RATES OF PASSAGE,

(including a liberal Table with Wine and Liquors, transit through Egypt, and free conveyance of 3 cwt. luggage).

Cabin.	Deck with Food.
To Trieste £40	£19-0
To Fort Said £30	£14-6
To Suez £28	£13-7

Children under 3 years of age, Free ; above 3 and under 10 years, Half Fare.

Cargo taken for Trieste, also for Venice, Constantinople, Ancona, Odessa, Adeu, Egypt, England, and the Continent generally.

For further particulars, and for Freight and Passage apply to the Agency of the Austrian Lloyd's Steam Navigation Company.

A. C. GUMPERT, Manager.

Bombay, 12, Medows Street, 2nd September 1872.

STEAM COMMUNICATION WITH ITALY.

(VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

The regular Steamers leave

GENOA on the 24th, and BOMBAY on the 1st of each month.

PASSENGER RATES.

Inclusive of all Transit Fees through the Suez Canal.)

To	1st Class.	2nd Class.	3rd Class.	
Aden	£23	£15	£7	
Suez	36	22	8	
Port Said	38	24	9	Without Food.
Alexandria	39	25	9-10	
Messina	50	34	14	Including Wines.
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles (transhipment at Genoa)	52	35	14-10	

Children under 3 years, free of charge.

Children not above 10 years, half fare.

Next Steamers from Bombay :—

ARABIA, on TUESDAY, 1st October 1872.

PERSIA, on FRIDAY, 1st November 1872.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to VOLKART BROTHERS,

Agents Rubattino Steam Navigation Company.

Bombay, 30th September 1871.

DR. A. FITZPATRICK,

SURGEON DENTIST,

(LATE OF CALCUTTA.)

BEGS to inform the Nobility and Gentry of Bombay that he has been induced to begin Practice in this City, and can be consulted daily from 10 A.M. to 5 P.M. at his Office, No. 12, Bampart Row, opposite the Esplanade Hotel.

SHIPPING.

OVERLAND ROUTE.

On Monday, the 30th September, at 3 P.M., from Mazagon.

THE P. & O. Co.'s S. S. ORISSA, (1,646 tons, and 300 H.P.), Capt. S. D. Shallard, will LEAVE for SUEZ as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Venice, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Venice, Odessa, Constantinople, Ancona, Marseilles, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or Canal, in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M. in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M., precisely, on the day of sailing.

GEORGE F. HENRY, Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Monday, the 23rd September, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S. S. DECCAN, (3,128 tons and 600 H.P.), Captain W. Symons, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's office before noon, on Friday, the 27th September.

GEORGE F. HENRY, Superintendent.

SALES BY AUCTION.

BENNETT AND COMPANY,

No. 4, FORBES STREET.

AUCTION SALE of Valuable and handsome House-hold Furniture, Plated Glass, and Porcelainware, a first-class Piano, a handsome light circular glass fronted Miniature Brougham in excellent order, a powerful Bay Brougham Horse, &c. at Malabar Lines, Esplanade.

On MONDAY, the 30th instant, Messrs. BENNETT & Co. are instructed to sell by Public Auction, at his Residence at the above-mentioned place, the valuable and handsome household Furniture, Piano, Brougham and Horse, &c., the property of Surgeon-Major A. M. Rogers.

Full particulars will be given hereafter, Catalogues will be published and the property will be on view 4 days before the day of sale.

The Property of an Officer going on leave.

One handsome Grey Arab, 15 hands, good in saddle and single Harness.

BENNETT & Co.

Bombay, 23rd September 1872.

MENESSE AND COMPANY.

AUCTION SALE OF A HOUSE AND PREMISES, SITUATE IN MODY KHANA STREET, WITHIN THE FORT OF BOMBAY.

On WEDNESDAY, the 2nd day of October 1872, at 4 o'clock, Messrs. MENESSE & Co. will sell on the premises by Public Auction (by order of the Mortgagee,) the undermentioned property :—

All that piece or parcel of Land or Ground with the Messuage, Tenement, or Dwelling house standing thereon, situate on the west side of Mody Khana Street, within the Fort of Bombay, containing by admeasurement 176 9-9th square yards, or thereabouts, and registered in the Books of the Collector of Quit and Ground rent under the No. 6-4, in the name of Kookajee Rustomjee and the No. 665 in the name of Munjee Patell, and assessed by the Collector of Assessment under the No. 32, and which said piece of Land and Premises are bounded on the west by a public passage for sweepers to this property and others, on the east by the public street called Mody Khana Street, on the north by the house of Dorabjee Nursungjee Patell, deceased, (the wall dividing the premises from the house of the said Dorabjee Nursungjee Patell, deceased), and on the south by the house of Andiarco Curcetjee Bhicoajee Mussanee, and which said message, land, and hereditaments, are now or were lately in the occupation of Muncherjee Shapoorjee, Butlivjee Merwanjee Framjee, Pallonjee Jeewajee, and Bhimjee Nanabhoy, and were formerly occupied by Nusserwanjee Hormusjee.

For further particulars and conditions of sale apply to Messrs. CRAIGIE, LYNCH and OWEN, the Mortgagee's Solicitors, at the Office in Apollo Street, Bombay.

MENESSE & Co.

Bombay, 23rd September 1872.

HOTELS.

ALEXANDRA HOTEL, MATHERAN.—Mr. A. C. PINTO, the Proprietor, begs to inform the Public that the above Hotel, so well known for its excellent accommodation, is now OPEN for VISITORS. There are three Suites of Rooms in the Upper Storey of the Hotel, adapted for Families. Superior articles are supplied at moderate prices, and every care is taken for the comfort of the Visitors. The Hotel is surrounded by a large Compound, where every description of fresh fruit and vegetables are grown. Fruits have also been taken on Lease, and may be had at a low price. Dooly and Palkee Bungies on the Hotel at charges of Rs. 30 per annum.

TURIN.

OPENED SINCE OCTOBER 1871.

THE GRAND HOTEL DE TURIN.

BRANCH ESTABLISHMENT OF THE BERNERHOF HOTEL AT BERNE.

BRANCH ESTABLISHMENT OF THE HOTEL DE NICE AT NICE.

This fine Hotel, situated opposite the principal Railway Station (Porta Nuova) ARRIVAL, in a central position near the public garden and the most fashionable Streets, is kept according to the Swiss style, and extremely convenient for all classes of travellers ; combining the greatest comfort, with moderate charges.

The house is heated during the winter season.

Kept by CONSTANT KRAFT.

BYCULLA HOTEL,

(BY JEEWANJEE & Co.,)

JUNCTION OF BELLASIS AND CLARE ROADS, BYCULLA

BYCULLA HOTEL, which is within a few minutes' walk of the Byculla and Grant Road Railway Stations, is acknowledged to be the best in Bombay. Having been built expressly for such an Establishment, the building possesses advantages over Bungalow Hotels, special care having been taken in the arrangements of the Rooms, which are large and lofty, to secure the best ventilation, and thus to keep the whole Hotel cool. The furnishings and fittings have been selected with a special view to affording the greatest comfort to Residents and Visitors, and ample accommodation has been provided for Families. The Table is supplied in a manner unsurpassed in Bombay, and care is taken that the Wines and other Liquors are of the first quality.

Adjoining the large Dining Saloon are a Library and six fine Billiard Tables.

Hot and Cold Baths always ready.

Extensive Garden.

Visitors arriving by train should book for BYCULLA STATION, and NOT for Borer Bunder.

JEEWANJEE & Co.

CROQUET,

Sets complets with rules in case

AT

£12-8, 14, 16, 18, 19, 20, 21, 22-8, 25, 28, 32, and 35.

TREACHER & Co.

SOUNDY, BRESLAUER, &

GENERAL IMPORTERS AND COMMISSION AGENTS,

BOMBAY.

PIANOFORTES	from Rs. 150 to 1,000
HARMONIUMS	„ 100 to 700
ORGANS (self-acting)	„ 2,000 to 3,000
CONCERTINAS (German)	„ 8 to 25
CONCERTINAS (Anglo-German)	„ 15 to 45
CONCERTINAS (English)	„ 100 to 250
VIOLINS (with bow and case)	„ 30 to 75
VIOLAS do do	„ 50 to 150
VIOLINCELLOS (with bow and case)	„ 150 to 200
GUITARRES (in case complete)	„ 35 to 100
BANJOS, 5, 6, or 7 strings	„ 12 to 40
TAMBOURINES	„ 3 to 15
BONES (Real Round o'Beef) set	„ 2 to 4
FLUTES	„ 10 to 50
CORNOPEANS (in case complete)	„ 50 to 100
FLUTINAS	„ 30 to 50
TRIANGLES	„ 5 to 15

EVERY DESCRIPTION OF MUSICAL INSTRUMENTS AND APPURTENANCES.

MONTHLY SUPPLIES OF NEW MUSIC.

BEST NEAPOLITAN STRINGS for VIOLIN, VIOLA, VIOLINCELLO, DOUBLE BASS GUITAR, BANJO.

"ACRABELLE" VIOLIN 1st Strings.

REAL ROMAN do do

CLARIONETT, OBOE, BASSOON, and BAGPIPE REEDS.

MILITARY BAND REQUISITES.

GUNS, RIFLES, AND REVOLVERS.

ICE-MAKING MACHINES.

ALBUMS, WRITING CASES, AND OTHER FANCY GOODS.

PICTURES AND LOOKING GLASS FRAMES IN GREAT VARIETY.

BINOCULAR AND OPERA GLASSES.

GOODS RECEIVED ON COMMISSION SALE.

Messrs. [illegible] General Commission Agency.

Shipping and Commission Agency Business Conducted in a most Expeditious Manner.

Orders from Up-Country Executed with Despatch and under Personal Supervision.

CATALOGUES FURNISHED ON APPLICATION.

SOUNDY, BRESLAUER, & CO.,

MUSIC SALOONS,

2 and 3, HUMMUM STREET, BOMBAY.

THE FOLLOWING

IS AN

EXTRACT FROM A LETTER

dated 15th May, 1872, from an old inhabitant of Horningsham, near Warminster, Wilts :—

"I must also beg to say that your Pills are an excellent Medicine for me, and I certainly do enjoy good health, sound sleep, and a good appetite ; this is owing to taking your Pills. I am 78 years old.

Remaining, Gentlemen, yours very respectfully,

To the Proprietors of L.S.

NORTON'S CAMOMILE PILLS, London."

NEW ADVERTISEMENTS.

TENDERS for the SUPPLY of STATIONERY to the MUNICIPALITY, from the 1st January to the 30th November 1873, will be received by the Undersigned, who does not bind himself to accept the lowest or any Tender, up to the 1st October next.

The List of Articles to be supplied may be obtained on application at this Office.

J. B. PEILE,

Acting Municipal Commissioner.

Municipal Commissioner's Office, Bombay, 21st September 1872.

PURE COD LIVER OIL.

THE only kind authorised by the Medical Council, and prescribed by the Principal Physicians and Surgeons ; of a pale straw colour and almost entirely free from taste or smell ; is taken freely without nausea or the other unpleasant symptoms which are produced by "Light-Brown" and other impure oils.

"The finest oil is that which is most devoid of colour, taste, and smell. Chemical Analysis lends no support to the opinion, at one time entertained that the brown oil was superior, as a therapeutical agent, to the pale oil."—Dr. Pereira.

IMPORTED IN PINT BOTTLES ;

Capsuled and labelled with the Trade Mark of

TREACHER & Co. (Limited).

THE NEW MIZPAH JEWELLERY.

MIZPAH BRACELETS.

MIZPAH BROOCHES.

MIZPAH EAR-RINGS.

MIZPAH LOCKETS.

MIZPAH CROSSES.

MIZPAH RINGS.

MIZPAH SOLITAIRES

MIZPAH SCARF PINS.

MOSAIC JEWELLERY.

A large assortment of the newest and most fashionable ENGLISH JEWELLERY just received by

J. & W. WATSON & Co.,

EAST STREET, POONA,

CHURCH GATE STREET AND RAMPART ROW,

BOMBAY.

J. NEUBERG,

GENERAL MERCHANT AND COMMISSION AGENT, BOMBAY.

JUST LANDED, PER s.s. HIDALGO,

BASS' PALE ALE,

BOTTLED BY

STONE AND CO.,

Quarts in Cases of 4 doz	per doz. Rs.	5	12
Imperial Pints in Cases of 6 doz	„ „	4	12
Pints in Cases of 8 dozen	„ „	3	12

JUST LANDED, PER BERTRAM RIGBY,

GUINNESS' TOUT,

BY SPARKES AND MOLINE.

Quarts in Cases of 4 doz., per doz	Rs.	5	12
Pints in Cases of 8 doz., per doz		3	12

WINES.

PORT WINE, old, full-bodied, by direct importation from Oporto	per doz.	24
SHERRY, very Dry,—Green Seal, from Butler & Son.	„	25
Do. Stout, Rich,—Red Seal	„	27
Do. Extra fine, Dry,—Yellow Seal	„	30
Do. Fine Quality, by direct importation from [illegible]	„	20

GERMAN WINES.

By H. & G. HIRSCH, of Mayence-on-the-Rhine.

STILL HOCK.

MARCOBRUNNER	NIERSTEINER
NEROBERGER	BODENHEIMER
LIEBFRAUMILCH	WALPODZHEIMER (Red)
RAUENTHALER	GEISENHEIMER, Quarts and Pints
RUDESHEIMER	RIESLING

CHAMPAGNE,

IN QUARTS AND PINTS.

SPARKLING MOSELLE,

IN QUARTS AND PINTS.

CLARET.

By Th. BICHE-LATOUR, of Bordeaux.

MEDOC VIEUX, Breakfast Wine	per doz. quarts	10
Do. do. do.	„ pints	6
PAUILLAC, superior quality	„ quarts	12
Ditto ditto ditto	„ pints	6-8
MARGAUX, a very good Dinner Wine	„ quarts	16
St. JULIEN do. do.	„ „	18
MUSCAT, superfine Dessert Wine	„ pints	16
SAUTERNE, very superior Wine	„ quarts	21

Th. BICHE-LATOUR'S

CELEBRATED BRANDIES.

COGNAC VIEUX, A-1 White Label	per doz. Rs.	24
Do. Do. „ Green Label	„ „ „	27

Mr. N. has just received another consignment of these celebrated Brandies, which he can confidently recommend as being pure Grape Cognac.

NOTICE.

In order to clear the present Stock of Wines and Brandies, Mr NEUBERG has much pleasure in offering the following Liberal Discounts,

FOR CASH ONLY.

5 per cent. discount on taking 5 dozen.

10	„	„	„ 10	
15	„	„	„ 20	or more.

J. NEUBERG.

HOUSES, &c., TO LET.

TO LET.

1. COMMODIOUS upper-storied House on the Breach Candy Road, suitable for a large family.
2. A large House in Military Square, Fort.
3. A Bungalow on Mount Road on the property called "Unjeer Baugh."
4. Upper-storied Premises on the Breach Candy Road, lately in the occupation of Mr. Harry Hibbert. Apply to

NANABHOY BYRAMJEE JEEJEEBHOY,

Managing Trustee Byramjee Jeejeebhoy Trust Settlement

TO LET.

A SPACIOUS two-storied House at the corner of Church Gate Street, opposite the Cathedral, and adjoining the "Times of India" Office.

2. Several apartments fit for dwellings in Tod Street, Fort.
3. Two Bungalows at Colaba.
4. A Spacious Godown in Church Lane, Fort.
5. Several Apartments in Church Lane, Fort.
6. Airy Premises, fit for Office or Dwelling house, in Hornby Row. Apply to

NANABHOY BYRAMJEE JEEJEEBHOY.

Bombay, June 24, 1872.

GEO. W. WHEATLEY & CO.,

19, 20, & 23, SASSOON'S BUILDINGS,

BOMBAY,

RESPECTFULLY request special attention to the following Branches of their Business :—

TRANSIT AND GENERAL SHIPPING.

Parcels, Packages, and Merchandise despatched by quickest Mail Steam Routes, Railways, and Clipper Ships to all parts of the World. Every description of Custom House Business, Shipping, Bonding, and Clearing, outward and inward. Contractors for General Annual Carting and Shipping. Estimates for through conveyance to all Railway Stations in Europe, America, and Australia.

PASSENGER.

Passages engaged, Cabins selected, Berths fitted, Outfits obtained. Baggage collected, packed, addressed, and shipped. European Servants and Ayahs procured. Letters received to await arrival of Addressees. Passengers met. Luggage landed, cleared, carefully delivered, or safely warehoused. Passports and Visas obtained. Telegraphic Messages undertaken.

INSURANCE.

Postal, Railway, Marine Life and Fire, through the first Underwriters at Lloyd's, and old established Companies.

BANKING AND MONETARY.

[illegible] against Delivery of Goods. Pay, Pensions, and Retired Allowances, Annuities, Dividends, [illegible] mitted under Power of Attorney. Cheque [illegible] ments in England and India. Investments in Stocks and other Securities. Letters [illegible] otes obtained. Family Periodical Re[illegible]

[illegible]LY, AND COMMISSION.

[illegible] Military, Naval, Clerical, and Medica[illegible] committees, Clubs, Co-operative Socie[illegible] Private Families, &c., and Purchases [illegible] vision and selection. Newspapers and [illegible]atched. Remittances or References for [illegible] payment must accompany Order. If Bank Credits or Deposit Accounts are in force, [illegible] made under [illegible] Drafts due must be paid on presentation of Invoice and Bills of [illegible]ding.

CONSIGNMENTS

Undertaken of every description of European or Foreign Goods.

J. L. MADDEN,

Manager.

156, Leadenhall Street, 23, Regent Street, 10, North John Street, } LONDON. LIVERPOOL.

NOTICES.

NOTICE.—A quantity of BONES, at Coorla Sweepings Siding, will be SOLD by AUCTION at the Office of the Undersigned at noon 23rd instant.

T. G. HEWLETT, Health Officer.

Municipal Commissioner's Office, 17th September 1872.

CALDER.—If this should meet the eye of JOHN F. CALDER, GEORGE CALDER, and PATRICK CALDER, Nephews of the late Mrs. MARIA GUNN, Widow Le-Cocq, who died in Guernsey on the 8th day of February 1870, will apply to Mr. WILLIAM LeMESURIER, of Guernsey, Solicitor, they will hear of something to their respective advantage.

NOTICE OF REMOVAL.

WE beg to inform our Friends and the Public that we have THIS DAY REMOVED to No. 3, Hummum Street, (formerly occupied by Messrs. Grant and Son).

THOMSON & Co.,

Chemists and Druggists.

NOTICE.—TENDERS for the SUPPLY of 2,000 cwts. of PEELED DHALL STAFF, to be delivered at the Grand Arsenal, Bombay, for the use of the Gunpowder Factory at Kirkee, will be received at the Office of the Undersigned up to the 5th of October 1872.

The conditions of the Contract, and all other particulars may be learnt on application to the Undersigned, or to the Commissary of Ordnance, Grand Arsenal, Bombay.

T. T. HAGGARD, Colonel,

Agent for Gunpowder.

Gunpowder Factory, Kirkee, 19th September 1872.

THE FRAMJEE COWASJEE PATENT PRESS COMPANY.—NOTICE is hereby given, that a DIVIDEND of Rupees 75 SEVENTY-FIVE per Share, for the year ending 30th June 1872, will be PAID to the Registered Shareholders of the Company on and after 1st proximo, at the Office of the Manager, Victoria Buildings, Borah Bazaar Street, Fort, on production of Share Certificates.

W. M. TENNENT, Manager.

Bombay, 17th September 1872.

LONDON AND LANCASHIRE LIFE ASSURANCE COMPANY.

NON-FORFEITABLE POLICIES, BY A LIMITED NUMBER OF PAYMENTS.

For full particulars of this popular system of Assurance see the Company's Indian Prospectus, which with any further information may be obtained on application to any of the Agents of the Company, or to

C. J. WALLIS,

Manager for India.

Just Published.

A HANDBOOK for REVENUE OFFICERS in the Bombay Presidency. By Alexander Kyd Nairne, Bombay Civil Service.

Published at the "Education Society's Press," Bombay.

And to be had of all Book-sellers.

Price—Rs. 6.

NOTICE is hereby given, that the Undersigned intends to SELL all that portion of the PROPERTY belonging to him by inheritance, situated at Portuguese Church Street, and assessed under No. 30B standing on the name of Joseph Ferreira deceased. All persons having claim on the said property, by way of mortgage, gift, inheritance, or otherwise, are hereby required to make the same known, in writing, to the Undersigned, within 14 days from the date hereof, otherwise the sale will be completed without regard to any such claim.—Dated this 19th day of September 1872.

DOMINGOS SIMON FERREIRA.

MESSRS. MENESSE & Co.

AUCTION SALE of HOUSE and PREMISES situate in MODY KHANA STREET, within the Fort, Bombay.

On WEDNESDAY, the 2nd day of October 1872, at 4 o'clock, Messrs. MENESSE & Co. will SELL on the premises, by PUBLIC AUCTION (by order of the Mortgagee) the undermentioned property :—

All that piece or parcel of Land or Ground, with the messuage, tenement, or dwelling-house standing thereon, situate on the west side of Mody Khana Street, within the Fort of Bombay, containing by admeasurement 176 2-9th square yards or thereabouts, and registered in the books of the Collector of Quit and Ground Rents under No. 6-4 in the name of Kookajee Rustomjee, and the No. 665 in the name of Munjee Patell, and assessed by the Collector of Assessment under the No. 32, and which said piece of land and premises are bounded on the west by a public passage for sweepers to this property and others, on the east by the public street called Mody Khana Street, on the north by the house of Dorabjee Nursungjee Patell, deceased, (the wall dividing the premises from the house of the said Dorabjee Nursungjee Patell, deceased, being the common property of the owners of the said premises and of the owners of the house formerly belonging to the said Dorabjee Nursungjee Patell, deceased), and on the south by the house of Andiarco Curcetjee Bhicoajee Mussanee, and which said message, land and hereditaments are now or were lately in the occupation of Muncherjee Shapoorjee, Butlivjee Merwanjee, Framjee Pallonjee, Jeewajee, and Bhimjee Nanabhoy, and were formerly occupied by Nusserwanjee Hormusjee.

For further particulars and conditions of sale apply to Messrs. CRAIGIE, LYNCH, and OWEN, the Mortgagee's Solicitors, at their Office, in Apollo Street, Bombay.

INSURANCE.

THE UNDERSIGNED are prepared to accept every description of FIRE and MARINE RISKS in the following Offices at most favourable terms. Particulars can be ascertained on application :—

FIRE INSURANCE.

The London and Lancashire Fire Insurance Company.
„ Samarang Fire Insurance Company.
„ Transatlantische Fire Insurance Company.

MARINE INSURANCE.

The Batavia Sea and Fire Insurance Company.
„ China and Japan Marine Insurance Company.
„ Rhein Westph. Lloyd's Transport Insurance Company.
„ Samarang Sea Insurance Company.
„ Swiss Lloyd's Transport Insurance Company.
„ Vaterlandische Transport Insurance Company.

VOLKART BROTHERS, Agents.

UNITED STATES GOVERNMENT 5 PER CENT. FUNDED LOAN.

IN BONDS ISSUED AND PAYABLE PRINCIPAL AND INTEREST IN THE UNITED STATES OF AMERICA.

Principal redeemable at par, after 1st May 1881 in United States Gold Coin ; Interest payable quarterly in United States Gold Coin, and both Principal and Interest exempt from Taxation, whether under Federal, State, Municipal or Local authority, as authorized by Acts of Congress approved July 14th, 1870, and January 20th, 1871.

THE NATIONAL BANK of INDIA (Limited) are prepared to dispose of United States Government 5 per cent. Funded Loan in Bonds of $1,000 each, PAYABLE TO BEARER, at the rate of 103 for every Rs. 100.

The par of Exchange is reckoned at Rs. 225 for every $100, being the equivalent of the fixed par of Exchange at which those Securities are dealt in on the London Stock Exchange.

The cost of a Bond for $1,000 will thus be—

$1,000 at Rs. 225 per $100 gives Rs. 2,250, which at Rs. 98 per Rs. 100, or say 2 per cent. discount, is equal to		Rs.	2,205
From this will fall to be deducted—			
Coupon for 5½ 50/100, being Quarter's Interest due 1st November next, which the Bank will purchase at once at		„	26
Making the net cost of each $1,000 Bond		Rs.	2,179

On the above basis, the return on the investment is fully equal to 4½ per cent. per annum.

The Interest on the Bonds is payable Quarterly on 1st February, May, August, and November, and this Bank will be prepared to purchase the Coupons on favourable terms.

In introducing to the investing public of India a security of such exceptionally high character as that of the Government of the United States of America, it is almost unnecessary to make any remark. It may be well however to mention, that those securities are not only highly esteemed in the London market, but are a favourite stock on all the Bourses of the Continent of Europe, and more particularly in Germany. The population of the United States, according to the latest information, amounts to 38½ millions, and no stronger evidence of the resources of that energetic and thriving people can be afforded, than the fact, that since 1865, the Government of the United States have paid off $900,000,000 (135 crores of rupees) of the public debt, and reductions still continue on a large scale monthly.

For the National Bank of India (Ld.),

Wm. A. BAKER,

Acting Manager.

Bombay, 10th September 1872.

NOTICE to DEALERS, CONTRACTORS, MUNICIPALITIES, and other CONSUMERS of KEROSINE OIL, FLOUR, AMERICAN LUMBER, TOBACCO, &c.

FOR SALE.

Imported direct Ex American Ship NONANTUM.

KEROSINE OIL, Devoe's best refined, in Patent Cans with Screw Nozzles.

BEST FRESH AMERICAN TOBACCO, in Dwarf Boxes containing 20 to 25 lbs. each.

BEST REFINED SPIRITS of TURPENTINE.

BEST FRESH SWEET AMERICAN FLOUR, "Field's Extra" Brand, in Barrels.

Also on Hand,

PRESERVED MILK, PEACHES, GREEN CORN, PEAS and LOBSTERS.

AMERICAN STREET LAMPS, fitted with Burners for Kerosine Lights, well adapted for Street Lighting and large Buildings.

For Terms apply to the Undersigned.

DOSSABHOY MERWANJEE & Co.,

No. 7, Parsee Bazaar Street.

Bombay, 26th June 1872.

Mr. D. SADLER,

LANDING, SHIPPING, FORWARDING, HOUSE AND GENERAL COMMISSION AGENT,

BEGS to inform the Public of Bombay and Outstations, that he is now prepared to clear from Customs and Bunders to Ship, Land, and Forward Goods and Packages to Europe or any part of India.

Passengers' Baggage shipped or landed, Passages engaged, and Berths secured, and every attention paid to parties coming to or leaving India.

TERMS MODERATE.

N.B.—Goods of all descriptions procurable in Bombay bought on Commission at the lowest market rates.

D. SADLER,

Near the Old Docks, Mazagon.

18th September 1872.

BULL'S PATENT HAND DREDGER, for SINKING WELLS through Sand in any position and to any depth.

For Sinking Irrigation Wells and for periodically cleaning out old Wells which have become foul or silted up, it is particularly adapted.

This Machine is very largely used on the Oudh and Rohilkhund, Punjab Northern States, and other Railways, in many cases in preference to any other machine.

One of numerous testimonials of its great utility is here given.

Ext

COMMERCIAL INTELLIGENCE.

BOMBAY BILL AND STOCK LIST.

BANKS.

Nr. of Shares	Nomi. value ₹ sh.	Paid up.	Last divi-dend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	5 p.ct.	Agra Bank	87
22,000	1,000	all	6 p.ct.	Bank of Bengal	1,475 nl.
10,000	500	all	5 p.ct.	Do of Bombay New	710
10,000	500	100	5 p.ct.	Do 2nd Res. Issue	220
15,250	1,000	all	5 p.ct.	Do of Madras	1,245
10,000	250	all	3 p.ct.	Chartered Mercantile Bk. of L. L. & China	300
40,000	2811	all	12 pct.	Hong. & Shanghai Bank	410 n'.
40,000	200	all	Nil.	Chartered Bk. of I. & C.	175 nl.
57,000	250	125	3 p.ct.	National Bank of India.	110
10,000	250	all	12 do.	Oriental Bank	475

RAILWAY COMPANIES.

.....	£20	21 5 0	p.c.	G. I. P. Railway Consoli. dated Stock	234
.....	£20	10 9 1/2	do.	Do. New £20 Shares	126
.....	£20	18 10 2	do.	Ditto	
.....	£100	1,000	do.	B. B. & C. I. Railway Co.	1,125
.....	£18	19 5 1	do.	Do. New Shares	225

LAND COMPANIES.

4,000	3,000	all	Rs. 77	Colaba Land Co.	1,475
8,000	150	all		Frere Land & Pier Co. Ld.	132
750	2,000	2,000	31p.s.	Mazagon Land	908
6,000	1,000	all	Nil.	Port Canning Land Company, Limited	450

PRESS COMPANIES.

150	5,000	2,850	225 p.c.	Akbar Cotton Press Co.	2,225
200	2,000	1,100	75do.	Albert Co. Kurrachee	1,075
250	3,000 *	850	Nil.	Alexandra Press Co.	315
150	12,000	11,000	200do.	Apollo Press Co.	7,750
200	2,000	all	215do.	Bombay Press Co.	2,150
200	500	all	53|do.	Do New	550
350	1,400	1,400	100 p.c.	Broach Cotton Co	220 x. d.
100	1,500	...	...	Carwar Company	1,300
500	1,880	all	40 *	Colaba Press Co.	6,000
350	2,000	all	200 *	East India Press Co.	3,100
150	8,500	all	500 *	Fort Press Co.	8,350
300	2,000	1,800	90 p.c.	Framji Cowasji Press Co.	1,900
300	1,000	all	200 p.c.	French Press Co	775
200	6,000	6,000	228 p.c.	Hydraulic Press Co.	2,300
250	5,000	1,467	75 p.c.	Imperial Press Co	975
200	5,000	2,000	100 p.c.	Karrachee Press Co.	1,133
200	400	350	60 p.c.	Mofussil Press & G. Co.	640
120	2,500	all	250 p.c.	Prince of Wales Press.	2,250 xd.
100	1,000	750	...	Scind and Punjaub Cotton Press Co., Limited	1,000
150	2,000	all	Nil.	Tinnevelly Press Co	800
225	2,000	1,000	250*	Victoria Press, Madras	1,100

* Per share for the half-year.

SPINNING AND WEAVING COMPANIES.

400	2,000	1,700	150p.c.	Albert Mills Co.	1,550
600	1,250	all	50p.c.	Alexandra Spinning	1,235
500	2,500	all	100*	Alliance Spinning	2,515 xd
100	3,500	all	...	Bombay	2,800
900	1,000	all	20*	Bombay United	920
600	150	150	25*	Broach Mills	250
750	2,000	all	200p.c.	Dhurumsey Spinning	2,300
750	2,000	all	200p.c.	Great Eastern	1,925
2,500	1,000	all	140p.c.	Manockji Petit's	1,035
900	1,000	all	40 p.c.	Morarjee Spinning	1,047
800	2,500	all	100p.c.	Oriental	2,320 xd.
600	2,500	2,400	216p.c.	Royal	1,775

* Per share for the half-year

MISCELLANEOUS.

.....	2,500	1,500	75 p.c.	Bombay Burmah Trading Corporation	1,300
53,000	50	all	4|p cf	Bombay Gas Company	55
500	500	300	21 p.c.	Landing and Shipping Co. of Kurrachee Ld.	165
1,000	50	all	2 p.c.	Mechanics B'dg Co.	32
2,000	500	all	40 p.c.	Treacher & Co	390
3,000	250	all	6 p.c.	Viegas Patent Slip Co	60

BANKS IN LIQUIDATION.

		Date of L'dation.		
.....	500	95	Jan. '66	Bank of Bombay	11
.....	95	19|	... Do. China	1
.....	250	2	Mar. '66	Central Bank	1
.....	...	...		East India Bank	1
.....	200	13	Feb. '67	Indian Peninsula	1
.....	200	70|	May '67 Royal Bank	2

EXCHANGE.

On	Terms.	Rate.
London	At sight	1s. 10 13/16d.
London Bank	6 months' sight	1s. 1| 5/16d.
Do. do.	3 Do. do.	1s. 11 1/16d.
Do. Credits	6 Do. do.	1s. 11|d.
Do. do.	3 Do. do.	1s. 11|d.
Do. Documents	6 Do. do.	1s. 11 9/16d.
Do. do.	3 Do. do.	1s. 11 5/16d.
Calcutta	At sight	106|
Do.	30 days' sight	106
Do.	60 Do. do.	99|
Madras	At sight	106
Do.	30 days' sight	99|
China	60 Do. do.	226

PRICES OF BULLION, &c.

Sovereigns, each	Rs. 10-8 to 10 9
Bank of England Notes	10-12
Carolas	250
Mexican Dollars	222
Five-Franc Pieces	221|
Bar Silver	107
Gold Leaf	16-12
Bar Gold 10 oz. English 130 touch	16-13-6 to 16-4
Australian Gold 100 touch	16-12-6 to 16-4
Government Securities	5 per cent.
Mercantile Bills	6 "

GOVERNMENT SECURITIES.

Five-and-a-half per cent	112 to 112|
Four & half per cent	104| to 104|
Four per cent	101| to 102
Four & half per cent. (Public Works Loan)	107
Five per cent. Debenture Loan, 1866-67	103|
5 years' Debenture Loans	103|
10 years' do. do.	105
5 years' do. do.	103
Six per cent. Municipal Loan House Rate	112
Do. Do. Market Rate	112
New French Loan 5 per cent. (2 f. 50 c.) of 1871	89
New French Loan (fully paid-up)	89
Paris Municipal Loan (Debenture Rs. 117) per Bond.	120

SHIPPING.

DAILY FREIGHT REPORT—21st SEPTEMBER.

London	Cotton, Cases, Seeds	No ship.
Liverpool	Iron Ships Cotton £2 2s. 6d. Wooden Ships £2 2s. 6d. Myrabolms & Coir bills £1 17s. 6d. Seeds £1 19s. 0d.	
Havre	Cotton, Coffee	No ship.
Overland Steamers		£2 10s. 0d.
Liverpool via Suez Canal		£2 0s. 0d. to £2 2s. 6d.
China	Steamer Cotton Rs. 8 per bale. Opium Rs. 25 to 30 per chest Sailing Ships Rs. 4| per bale nominal	
Calcutta	Salt	Rs. 5 0 0 per ton
Calcutta to Bombay		Rs. 16 to 17 and Calcutta Port charges.
Mauritius		Nothing doing.

ARRIVAL.

Sept.	Vessel.	Commander.	From
22	City of Cashmere	Bryce	Clyde, June 24.

DEPARTURES.

Sept.	Vessel.	Commander.	Destination.
20	Baroda (s)	Reynoldson	Australia.
	Darina	Leish	Rangoon.
	J. P. Smith	Williams	Moulmein.
	Cingalese (s)	Black	Cochin.

HOOGHLY.

Sept.	ARRIVAL		
18	Queen of India	Edwards	Bombay, Aug. 27.

DAILY EXPORTS.—21st SEPTEMBER.

FOR LIVERPOOL.

Euxine, 55 bales cotton, Goculdass Hecrjee & Co.
Orissa (s), 80 bales wool, J. D. Varriya.
Hidalgo (s), 500 bags wet dates, Dossabhoy Merwanjee & Co.

FOR HONGKONG.

Milbanke (s), 6 chests M. opium, Merwanjee Manockjee & Co.; 18 chests M. opium, Hajee Adam Esmail & Co.; 47 bales cotton, Khatsedass Hurmookroy; 23 chests M. opium, Nursee Kessowjee; 2 chests M. opium, H. Goormookroy; 20 chests M. opium, R. Caloram.
Deccan (s), 13 chests M. opium, Hajee Esmail Ellias; 42 chests M. opium, J. Dassaurlal; 5 chests M. opium, E. Dadabhoy Lungra; 1 chests M. opium, Dulsook Ramsook; 6 chests M. opium, H. Ramgopall; 4 chests M. opium, G. Chajeoram; 15 chests M. opium, T. Sewsa; 3 chests M. opium, G. Coonjlall; 5 chests M. opium, R. Jugnath; 22 chests M. opium, C. Ebram.

FOR SHANGHAI.

Deccan (s), 8 chests M. opium, C. Bomanjee & Co.

SALES AND PURCHASES.

PIECE GOODS.—The market for Grey Goods has been very quiet, and prices continue in favour of buyers, the transaction of the day being very trifling. No sales are reported to have taken place in Shirtings, the holders generally refusing to sell at a reduction in rates without which no sales could be effected under the present circumstances. The up-country demand continues very unsatisfactory, and the buyers holding orders on account of Marwar, Guzerat, Ghaut, and Cutch put off their execution in anticipation of a favourable turn of market that might be the result of the heavy decline at home.

The undermentioned sales are reported to have been made by European firms on the 21st instant:—

PIECE GOODS.

300 pieces Orange Cambrics	24 inch 28 yds.	Rs. 2 14 0
400 " "	24 " 28 "	" 3 2 0
120 " White G. Prints	33 " 36 "	" 5 6 0
3,000 pairs Grey Dhoties	45 " 10 "	" 1 8 0

BOMBAY GOVERNMENT TELEGRAPH OFFICE—22ND SEPTEMBER, 8 P.M.

Latest dates from United Kingdom.

Via Russia, 21st September, 4-10 P.M., Greenwich time. Time in transit, 1 hour 15 minutes.

Via Red Sea, 22nd September, 2 A.M., Greenwich time. Time in transit, 3 hours 57 minutes.

Latest dates from Continent of Europe.

Via Russia, 21st September, 7-45 P.M., Greenwich time. Time in transit, 29 minutes.

Via Turkey, 21st September, 10-0 P.M., Greenwich time. Time in transit, 12 hours 20 minutes.

Via Red Sea, 21st September, 11-3 P.M., Greenwich time. Time in transit, 4 hours 44 minutes.

Latest dates from America.

Via Red Sea, 22nd September, 1-5 A.M., Greenwich time. Time in transit, 5 hours 52 minutes.

Latest dates from China.

Via Singapore, 22nd September, 4-0 P.M. Time in transit, 8 hours 30 minutes.

The time occupied in the transmission of messages to Bombay from 8 P.M. of the 22nd to 8 P.M. of the 20th September is as follows:—

To Bombay.	Max.	Min.
From Calcutta	3 5	0 11
" Galle	One in	5 22
" Kurrachee	One in	0 49
" Madras	One in	0 11

TELEGRAPH LINE REPORTS.

KURRACHEE, 22nd September, 9 P.M.—Latest dates from United Kingdom, via Russia, 21st September, 8-38 P.M. Latest dates from Continent of Europe, via Russia, 21st September, 7-46 P.M.; via Turkey, 21st September, 10 P.M. Cable right to Fao; Turkish line right to Persia; Persian line right to London.

WEATHER REPORTS.

CANNANORE, 22nd Sept., 5 P.M.—Weather cloudy, wind south-west, thermometer 76, barometer 30 020, rainfall 91 cents.

MANGALORE, 22nd Sept., 5 P.M.—Weather fair, wind north-west, thermometer 85, rainfall 68 cents.

CARWAR, 22nd Sept., 5-50 P.M.—Weather fine, south-west, thermometer 78|, barometer 29 99, rainfall 60 cents.

VINGORLA, 22th Sept., 6-20 P.M.—Weather cloudy, wind west light, thermometer 82, rainfall 1 inch 26 cents.

MILITARY.

ARRIVALS.—SEPTEMBER 21.

Heath, Lieutenant, 2nd Grenadier W., on leave, from Poona.
Cooper, Lieutenant Colonel, Staff, on leave, to Poona.
Tandy, Lieutenant, 8th Regiment, to rejoin, to Poona.

MADRAS GOVERNMENT ORDERS.

(*Fort St. George Gazette*, September 17.)

Mr. H. Richardson, Dy. Collr. in charge of the Treasury and Currency Dept., Vizagapatam Dist., to be Dy. Collr. in charge of the Treasury and Currency Dept., Godavery District.

D. Purushottamaya, Dy. Collr. in charge of the Treasury, Godavery District, to be Dy. Collr. in charge of the Treasury, Vizagapatam District.

Mr. Samuel Bernardine Fernandez to act as an Additional Dy. Collr. and Magt. for general duties in South Canara until further orders—to join forthwith.

Mr. John Archibald Boyle, to be Asst. to the Collr. and Magt. of the Chingleput District.

Mr. T. A. Tomlinson, 2nd Asst. Supt. Revenue Survey, to act as 1st Asst. Supt. until further orders.

Surg. George Edward Whitten, M.B., to act as Civil Surg. and Supt. of District Jail of Vizagapatam during the employment of Surg. H. Adam on other duty, of until further orders.

Asst. Surg. William Smyth Fox, to be Civil Surg. of Vellore.

Mr. H. Richardson, Dy. Collr. in charge of the Treasury, Godavery Dist., to be Registrar of the Godavery District.

Col. J. Bean, R.E., will, on his return from furlough, proceed at the public expense to relieve Major Venne of the charge of the 3rd Division.

MILITARY DEPARTMENT.

The services of Major D. J. McGrigor, R.A., Ag. Commy. of Ordance, 3rd Class, are replaced at the disposal of H. E. the C.-in-C. for appointment to a Field Battery Command.

Col. W. J. Cooke, of the S. C., Comdt. 22nd Regt. N. I., on furlough on medical certificate, for one year.

The services of Asst. Surg. W. S. Fox, 28th Regt. N. I., are placed at the disposal of the P. D., for employment as Civil Surg. of Vellore.

The undermentioned officers have been granted extensions of leave for the periods specified, viz:—

Col. A. Cannan, 6 months, Lt.-Col C. W. Dun, 3 months, Lt.-Col. C. T. Harkness, 6 months, Lt.-Col. C. E. Taylor, 6 months, Capt. P. Burgess, 6 months, Capt. W. Coningham, R.E., 1 month, Bt.-Capt. G. F. E. S. Neill, 6 months, Capt. A. J. Howes, 6 months and Lt. A. F. Wilkinson, 6 months.

The undermentioned officers have been permitted to retire from the service from the dates specified, viz.—

Bt. Capt. F. Farrer, 13th July 1870.
Captain J. H. G. Trist, 3rd February 1872.

NORTH-WESTERN PROVINCES ORDERS.

(*Government Gazette, N. W. Provinces*, Sept. 21.)

Mr. R. C. Oldfield, District and Sessions Judge of Mynpoory has been granted one year's furlough to Europe, together with 30 days' subsidiary leave with, effect from the 26th Nov. next.

Mr. P. Wigram, Offg. Mag. and Collr., Bareilly, has been granted one year's furlough, together with the usual subsidiary leave, with effect from the 21st Oct. next.

Mr. S. M. Moens, Settlement Officer, Bareilly, two years' furlough to Europe, together with the usual subsidiary leave, with effect from the 1st Nov., 1872.

The Rev. R. C. Colquhoun, Chaplain of Allahabad, has been granted 18 months' furlough to Europe on medical certificate, with effect from the 18th Aug. 1872, together with the usual subsidiary leave.

Mr. G. Pocock, Inspr. of Police, to officiate as Dist. Supt. of Police, Meerut, during the absence of Major Fraser, or til further orders.

Surg. A. P. Tomkyns, Supt. of the Central Prison, Bareilly, to officiate as Civil Surg. at that station, in addition to his own duties, during the absence on leave of Surg. H. S. Smith.

Mr. G. H. M. Ricketts, C.B., District and Sessions Judge, to officiate as Commr. of the Allahabad Div. in addition to his own duties, with effect from the 30th August.

Dr. R. Macmullen, Asst. Surg. H. M.'s 103th Foot, to the Civil Medical charge of Jhansie, as a temporary arrangement.

Mr. E. White, Asst. Mag. and Collr., Budaon, in the same capacity to Bijnoor.

Mr. D. T. Roberts, Asst. Mag. and Collr., Ghazeepore Dist., in the same capacity to Budaon.

Mr. C. W. Mellor, Joint Mag. and Dy. Collr., Bijnour, in the same capacity to Meerut.

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.		Mail closes.		Auxiliary packet.
United Kingdom	Sept. 20	...	3-30 P.M.	...	4-30 P.M.
Kurrachee	" 25	...	11 A.M.	...	12 A.M.
Persian Gulf via Kurrachee	Oct. 4	...	11 A.M.	...	12 A.M.
China	Sept. 23	...	3 P.M.	}	No auxiliary packet.
Australia	" 21	...	3 P.M.	}	
Mauritius, Reunion, &c.	" 30	...	3-30 P.M.	...	4-30 P.M.

OVERLAND MAIL.

The Overland Mail Steamers of the P. and O. S. N. Company leave Bombay every Friday at 5 P.M.

Letters will be received at the General Post Office up to 3-30 P.M. Newspapers, Books, and Patterns, up to 1-30 P.M.

Registered Letters up to 1 P.M.

Late letters, if fully prepaid by means of stamps in respect both of postage and of late letter fee (4 annas each), will be received at the Pier Post Office from 3-30 to 4-30 P.M.

The latest hour for posting Overland covers at the several Branch Post Offices will be 1 P.M.

The subjoined Table shows the dates of departure of Overland Mail Steamers from Bombay during the year 1872. The hour of the steamer's departure is 5 P.M.:—

Friday	Sept. 27	Monday	Nov. 12
Monday	" 30	"	" 11
"	Oct. 7	"	" 28
"	" 14	"	Dec. 9
"	" 21	"	" 5
"	" 28	"	" 16
"	Nov. 4	"	" 23
		"	" 30

POSTAGE BY THE BRINDISI ROUTE.

The Postage rates chargeable on Correspondence forwarded "via Brindisi," to the United Kingdom, or places served through the United Kingdom, are as follows:—

For the United Kingdom.

Each Letter per ½ ounce—annas 8.
Each Newspaper per 4 ounces—annas 2.
Each Book or Pattern Packet not exceeding one ounce—1 anna and 4 pie; not exceeding 2 ounces—annas 2, 8 pies; not exceeding 4 ounces—annas 4, 8 pies; every additional 4 ounces—annas 4 8 pies.

The full prepayment of Correspondence forwarded via Brindisi is optional and all covers not fully prepaid will, unless specially marked by the senders for transmission by any other route and conforming to its conditions, be forwarded via Southampton.

MAILS TO MAURITIUS.

In supersession of Postal Circular No. 11, dated 26th January 1872, and Erratum, dated 2nd February 1872, it is notified that the dates on which Regular and Supplemental Mails will be made up are as given below:—

The dates of departure from Bombay of the Supplemental Mails are in consonance with the Time Table of the Messageries Maritimes Company, but as sometimes the French Mail Steamers leave Aden for the Mauritius before the dates given in the Time Table, the Indian Postal Department will not be responsible for any delay which the correspondence forwarded by that portunity may sustain at Aden.

Regular Mails.		Supplemental Mails.	
Monday	Sept. 30	Monday	Oct. 7
"	Oct. 28	"	Nov. 4
"	Nov. 25	"	Dec. 3
"	Dec. 23	"	" 2

MAILS FOR KURRACHEE AND PERSIAN GULF.

The B.I.S. N. Co.'s Contract Steamers from Bombay to Kurrachee and Persian Gulf will leave as under:—

LEAVE BOMBAY FOR KURRACHEE.

Friday	Sept. 27	Friday	Nov. 22
"	Oct. 11	"	Dec. 6
"	" 25	"	" 20
"	Nov. 8		

LEAVE BOMBAY FOR PERSIAN GULF VIA KURRACHEE.

Friday	Oct. 4	Friday	Nov. 15
"	" 18	"	" 19
"	Nov. 1	"	Dec. 13

Registered and Ordinary Letters, as well as Books and Sample Packets and Parcels, can be posted up to 11 A.M., and late fee letters up to 12 noon on the day of departure of the Steamer, as above shown.

CHINA AND AUSTRALIAN MAILS.

The subjoined Table shows the dates of departure of China and Australian Mail Steamers from Bombay during the year 1872:—

CHINA MAILS LEAVE BOMBAY ON

At 3 P.M.		At 3 P.M.
Monday	Sept. 23	Tuesday Dec. 3
"	Oct. 8	" " 17
Tuesday	" 22	" " 31
"	Nov. 5	1873
"	" 19	" Jan. 1

AUSTRALIAN MAILS LEAVE BOMBAY ON

At 3 P.M.		At 3P.M.
Saturday	Oct. 19	Saturday Nov. 14
		" Dec. 19

DESPATCH OF INLAND MAILS FROM BOMBAY

REVISED TABLE of the hours for closing the Inland Mails, which came into force from the 1st October, and will continue so until further notice:—

MAILS.	At General Post Office. Ordinary Letters, &c.	At General Post Office. After-Packet.	At Branch Offices.
For Bengal, N. W. Provinces, Punjab, Central Provinces, Malwa, Berar, and for the following Post Towns on the N. E. Line of the G. I. P. Railway—Wassind, Kussara, Egutpoora, Nassick, Mummar, Nandgaum, Chalisgaum; and those from Bhoosawul to Jubbulpore and Bhoosawul to Nagpore	8 A.M.	9-30 A.M.	7-30 A.M.
For all Post Towns on the N. E. Line of the G. I. P. Railway, as far as Bhoosawul only	4 A.M.	5 A.M.	5 P.M. of previous day.
For all Post Towns on the S. E. Line of the G. I. P. R. for Poona, Deccan, S. M. Country, and Madras Presidency; also for Ahmednuggur and Siroor	8-30 A.M.	10 A.M.	7-30 A.M.
For ditto on the S. E. Line of the G. I. P. Railway, as far as Poona	12 NOON.	1-30 P.M.	11-30 A.M.
For ditto on the B. B. and C. I. Railway for Guzerat, Kurrachee, Sind, Kattiawar, and Kutch	4 A.M.	6 A.M.	5 P.M. of previous days.
For ditto in Southern Concan, i.e., for Penn, Nagotna, Mhar, Khed, Dapoolee, and Rutnagherry	6 A.M.	*	5 P.M. of previous day.

Registered letters and banghy parcels for despatch by all mails will be received, except on Sundays, from 10 A.M. to 4 P.M.

LETTERS.—There are six deliveries in Bombay every day: at 8 A.M., 10 A.M., 11-30 A.M., 12-30 P.M., 2 P.M., and 5 P.M. The inland post goes out at 8-30 A.M., for Khandeish, Malwa, Berar, Central Provinces, Punjab, N. W. Provinces, and Bengal, and all post towns on the north-east line of the G. I. P. Railway; for Poona, Southern Maratha Country, and Madras Presidency at 8-30 A.M.; and for Scinde, Kattywar, and Cutch at 4 A.M.; for the South Eastern line as far as Poona, 12 noon. The Overland Mail for England is dispatched every Friday evening at 5 o'clock, and closes at 3-30 o'clock. Late packets are received, on payment of extra postage, up till 4-30 o'clock at Apollo Bunder. Postage on inland letters not exceeding ½ tolah ½ anna, 1 tolah 1 anna, 1½ tolah 2 annas, 2 tolahs 2 annas; on foreign letters not exceeding ½ ounce via Brindisi 8 annas, 1 ounce Re. 1; via Southampton not exceeding ½ ounce 6 annas, 1 ounce 12 annas

THE "BOMBAY GAZETTE."

THE following are now the uniform rates of subscription to the *Bombay Gazette* both for town and up-country subscribers:—

Subscription for One Year (*Post Free*)	Rs.	42	0 0
Half Year	*ditto* "	24	0 0
Three Months	*ditto* "	14	0 0
One Month	*ditto* "	5	0 0
One Week	*ditto* "	1	8 0

The above rates are for subscriptions paid *in advance*.

"BOMBAY GAZETTE" OVERLAND SUMMARY.

THE shape of the *Bombay Gazette Overland Summary* is now similar to that of the *Pall Mall Budget*. Residents in distant parts of India will find the *Gazette Summary* a convenient Weekly Paper of Bombay and general news. It contains all the Government Orders, Civil and Military, from the official *Gazettes*; specially-written Money and Commercial Market and Freight Reports; Leading Articles on the principal topics of discussion in India; and all the Local and General Intelligence of the Week.

The Edition for Indian Subscribers also contains the Telegrams received from Europe during the Week, and the Special London Correspondence, Political, Commercial, Military, and Sporting, published in the Daily *Bombay Gazette*.

A specimen copy will be sent on receipt of address.

Subscription for One Year, *Post Free in India*, Rs. 12.
Postage to England, Rs. 6-8 per annum.

BOMBAY PRICE CURRENT.

THE *Bombay Price Current* is published Weekly at the *Bombay Gazette* Office, on the Departure of the Overland Mail for Europe.

Per Annum	Rs.	10	0 0
Per Copy	"	0	4 0

TO RESIDENTS OF POONA.

RESIDENTS of Poona may obtain the *Bombay Gazette* DAILY at Messrs. TREACHER & Co.'s, or Messrs. D. S. KEMP & Co.'s, POONA, price, 4 annas. Also, on Saturday the INDIAN EDITION of the *Bombay Gazette Overland Summary*, containing all the news of the week, the Telegrams received from Europe during the week, and the Special London Correspondence, Political, Commercial, and Sporting, published in the Daily *Bombay Gazette*.

NOTICE OF REMOVAL.

MR. E. M. WALTON, SURGEON AND MECHANICAL DENTIST, has removed from Meadow Street to No. 3, Hummum Street, above Messrs. Thomson and Co.'s, Chemists, and nearly opposite Messrs. Soundy and Co.'s.

BOMBAY, BARODA, and CENTRAL INDIA RAILWAY.

Arrangements have been made by which PASSENGERS and SMALL PACKAGES from Bombay and Stations south of Bheelar can be taken across the Damaunguna and Par Rivers as far as Bulsar.

The Railway Communication north of Bulsar continues interrupted, but the Telegraph has been restored.

No parcel exceeding one maund in weight will be received at present for transmission to th of Bheelar.

The Mail Train Service is suspended and the Mixed Trains only will be run until further notice.

J. R. DUXBURY,
Traffic Manager.

Bombay, 20th September 1872.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

BIRTHS.

BROOKS—September 20th, at Colaba, the wife of J. Brooks, Esq., of a son.
GUNPUTRAO—September 21st, near Ramwady, the wife of Mr. Gunputrao Shreecrustna Wassoodewjee, Clerk to 1st Judge Small Cause Court, of a son.

DEATH.

PYNE—September 15th, at Sheagaum, Elizabeth, wife of Mr. J. Pyne, Chief Superintendent Bombay Water Works, Sion, aged 55 years.

OTHER PRESIDENCIES.

BIRTHS.

ANGELO—September 16th, at Chunar, the wife of Captain R. F. Angelo, of a daughter.
CRAWFORD—September 16th, at Allahabad, the wife of E. J. Crawford, of the Government Secretariat, of a daughter.
HARGER—September 16th, at Jul'under, the wife of Captain J. Harger, Brigade Major, of twins, boy and girl.
JONES—September 8th, at Nynee Tal, the wife of Gavin Jones, Esq., of a son.
MCDERMOTT—September 11th, at Lahore, the wife of Mr. Michael Thomas McDermott, Post Master of Loodiana, of a son.
SIMONS—September 17th, at 5, Royal Street, Calcutta, the wife of J. Lane Simons, of a son.

MARRIAGE.

YEATMAN—MURPHY—September 16th, at Allahabad, at the Roman Catholic Chapel, by the Rev. Father Francis, and subsequently at Trinity Church, by the Rev. J. Stephenson, C.E. Yeatman, Assistant District Superintendent of Police, N. W. P., to Mary Anne Frances, daughter of Captain T. Murphy, Quartermaster, H. M.'s 2-19th Regiment.

DEATH.

ORMAN—September 16th, at Roorkee, of apoplexy brought on by over work and exposure, Major Charles Edward Orman, B. S. C., Cantonment Magistrate of Roorkee, aged 42.

The Daily "BOMBAY GAZETTE," *and the* "BOMBAY GAZETTE OVERLAND SUMMARY," *are filed for reference in the Intelligence Department, Indian Court, International Exhibition, Kensington.*

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

The Bombay Gazette.

MONDAY, SEPTEMBER 23, 1872.

IN the northern portion of the Rutnagherry Collectorate, most notably the Petas of Mullinghur and Khed, great distress prevails at the present moment for want of food. People in some of the villages are reduced to that pitch that they have to seek in the jungle for roots and herbs, by which they endeavour to keep body and soul together, pending the advent of the coming harvest. Some short time since a party of able bodied men, with poverty and hunger depicted on their countenances, managed to crawl to the kutcherry at Khed, and laid before the mahalkurry the fact that they were actually starving; and unless they got some relief they must perish. In fact, their strength was so reduced that their capability of saving their crops appeared a matter of some doubt; so that they may go down in sight of land unless some relieving hand be stretched out to save them. If this be the condition of the ablebodied—and there is no reason whatever to doubt it—it can be easily imagined what the state of the aged and infirm must be. Their distress must be sore indeed, and without speedy assistance their fate inevitable. All that could possibly be done by private means to relieve the most urgent cases has been done, and subscriptions have been raised to purchase grain for the most needy of the sufferers. But all that private charity can do will scarcely avail much, as there is yet some time before the new grain will be fit for use, and in the meantime there should be some means devised to save the people from destruction. The want is not confined to the Rutnagherry Collectorate alone, but for some time past it has been felt seriously in the two adjoining talookas of the Colaba Collectorate, Mahar, and Mangaum. Here, too, private purse-strings have been loosed to an extent that would make Bombay public-charity-wallahs open their eyes in wonder, more especially when they reflect that what has been given had nought of ostentation in the gift, and the sums were applied to save poor people from starvation without the giver's munificence being placarded on every wall and his name and titles in full been the subject of adulation by the newspapers. The origin of this distress was the poor produce of last year's crop in consequence of the scanty fall of rain. It cannot in any way be attributable to a want of thrift on the part of the people, but is a visitation of Providence which no mortal could foresee, and therefore no measured means should be taken of speedily relieving it. To the Government the people themselves as well as the public at large will turn to do this, and it cannot better be done than by starting some necessary work that will at the same time give some remunerative employment to an industrious people, and save them from the inevitable destruction that at present looms before them. The road that leads from Nagotna on to Mangaum, Mahar, Poladpoor, over the Kushelee Kontee Ghat to Khed and so on to Rutnagarry, is an imperial road, and was originally intended as a means of opening up the Southern Konkan, and also to give some direct means of communication with Bombay. Now this road can be called little better than a mediocre fair-weather track, and the yearly increasing traffic on it leaves it in such a condition towards the close of the fair season that the going over it becomes a matter of no small difficulty. Considering it passes right through the districts where this distress prevails, Government can scarcely avail themselves of a better opportunity of directing the working of some permanent repairs to it, such as metalling the portions over the black and soft soil, &c., than the present. The present expenditure of a few thousand rupees is as nothing compared to the incalculable good that may be rendered by the relief such expenditure will give to the distress of the moment, as well as the more lasting benefits that will arise in the future, by having a road of some durability to encourage trade and traffic in these hitherto neglected districts. The repairs to this road have heretofore consisted in pitching three or four basketsful of clay, red or black as the case may be, on to it after the monsoon has closed, but the absolute good to it as the result of these repairs need scarcely be dilated on. Now, however, an opportunity arises of making it more pucka, and using as a means of saving from starvation the people who live along it. The Government of course must come in some way to the relief of the sufferers, but instead of absolutely bestowing food and money, it would be far more desirable and expedient that the means of earning both should be offered to them by giving employment on a work such as this where whatever is expended will eventually yield a good return. *Bis dat qui cito dat*; something should be done at once in a matter of life and death like this, and it is to be hoped that for once in a way someone or another will throw the shackles of circumlocution to the winds, act on his own responsibility, and set free the means of filling so many poor hungry mouths. The harvest may be near, no doubt, but it will scarcely satisfy the cravings of an empty stomach to be told that food may be plenty next week; and any one who has ever witnessed the depths of misery to which the hunger pang, prolonged for even a few hours, can reduce men, would hardly pause while the immediate means of relieving it was at his disposal. It is to be hoped that the alloting of a sum to set this work going will not have to be the subject of an after-tiffin easy calculation by those who control such expenditure. If it have to, God help the poor sufferers; they must starve to a moral certainty.

IF we were asked to name the most extravagant feature of that extravagant Bill which the Hon. Mr. Tucker is now getting passed through the Council at Poona, we should unhesitatingly place our finger upon section 98, which enacts that whenever the expenditure has been in excess of the receipts, a special supplementary rate shall be imposed upon occupiers of houses "sufficient to cover the whole of the excess," and shall be leviable forthwith. The meaning of this section is undisguised, and amounts simply to this:—In considering the subject of ways and means an income is to be provided by the Corporation to meet the annual expenditure of the city. It is conceived that the exigencies of municipal life may sometimes require the expenditure to be increased to meet some pressing and unforeseen want; instead of providing for this contingency by reserving a part of the income for such purposes, a supplementary rate is to be levied; a rate for which the people will be unprepared, and a rate in consequence of the most obnoxious kind. If we were asked to say what particular known tax or rate would have found most favour with Mr. Arthur Crawford while he was Municipal Commissioner of Bombay, we would at once reply, "Mr. Tucker's supplementary rate." It is so convenient, so elastic, and can be made to cover any deficiency. Government need be under no apprehension about the march of municipal progress with a "supplementary rate" available for the general purposes of augmenting the Municipal fund and of filling up every gap of deficiency. The reply of Government to every representation of

PART OF THE G. I. P. LINE WASHED AWAY BY THE FLOOD.

No mail has been received in Bombay for the last two days; and we learn that the cause of the delay is that the bank between the two bridges which cross the river Murijee, near Doodneh, was washed away by floods on Friday morning, and that it was impossible to get the mails across the swollen stream. The Murijee is a wide stream, and divides into two branches at the place where the railway crosses it, and it is the part of the bank dividing these two branches which has been washed away. The damage is pretty serious, but the officials on the spot on Saturday expected that a foot road across the breach would be ready for passengers yesterday, and that they would be able to run lorries across in three days.

A small piece of the bank of the railway on this side of Poona was washed away on Friday, but it was soon repaired and there was no interruption to the traffic.

THE MAIL SERVICE ON THE BARODA RAILWAY.

The mail service on the B. B. and C. I. Railway is at present being conducted with considerable difficulty and some delay. The line is clear as far north as Bheelar, and the mails after reaching that station are taken across the rivers Damaunganga and Par by boat; after crossing the latter river they are forwarded by runner and lorrie to the Ourunga river. Between Bulsar and Surat it is necessary to convey them partly by lorrie. The mails from Ahmedabad of the 18th instant only came on Friday night.

Passengers are being conveyed as far as Bulsar, but the railway officials hope in a few days to be able to get them right through to Ahmedabad and Wudwan. It will, however, be at least a couple of weeks before diversions can be constructed to carry entire trains over the rivers.

THE DESTRUCTIVE FLOODS IN KHANDEISH.

GREAT LOSS OF LIFE.

We have been favoured with the following interesting particulars from the same gentleman to whom we were indebted for the letter which appeared in Thursday's paper:—

DHOOLIA, 20TH SEPTEMBER.

My letter of Sunday the 15th inst. was delayed by the swollen state of the River Girna, which did not permit of the post being carried across. The village of Mehonbarra, where the road crosses the river, has been almost entirely swept away, and the village of Jamda is annihilated, with the exception, I believe, of the Koolkurnee's house.

The water came up to within a few inches of the engineers' bungalow at the head works of the Jamda canal, which together with considerable portions of the embankments are much damaged. From Malligaum higher up the Girna reports of much damages to the town and bridges have reached us, but I cannot give any details.

As regards the Panjra I would premise by remarking that it seems in its freaks to have seriously affected the arithmetical and philological faculties of your contemporary's Own Correspondent, who states in his letter of the 16th inst. that "the river must have risen from 100 to 125 feet above its actual (sic) level."

The "actual level" of the water was about 40 or 45 feet above the bed of the river at the bridge. Another thirty feet of water would have destroyed the whole town.

The estimated value of property destroyed, which I gave in my former letter, was far below the mark. The loss in the town will amount to a lakh and a half or two lakhs of rupees.

About 500 or 600 houses have been totally destroyed or seriously injured, and I regret to say that the larger portion by far come under the former description. Calculating the average but several were worth Rs. 2,000 or Rs. 3,000 including the property contained in them, and I know one man who estimates his loss at Rs. 10,000 including Rs. 3,000 worth of salt, and another at not less than Rs. 6,000. I dare say there are many other instances of equally heavy losses, and at present only approximate estimates can be given.

The scene in the lower part of the Peit and the old town of Dhoolia is one of extreme devastation. Whole blocks of houses are levelled with the ground and present the appearance of masses of earth and bricks strewn and bristling with posts and beams, and now covered with the wretched inhabitants picking out the useful materials or buried property and making preparations for re-building. Other houses look like skeletons, being deprived of the packing of mud, bricks, and chunam which gave the title to what they were, and consisting now of mere frameworks of wood. Many others again are so shaken, or parts of them so [ruinous, that they will of necessity have to be almost entirely re-built.

The stench in those parts of the town which had been flooded was for two or three days very great arising from damaged corn, dried fish, drowned animals and foul mud, but the dry weather which has happily prevailed since Sunday has caused this nuisance to abate, and has no doubt limited the sickness which would otherwise have prevailed.

The small village of Deopur on the opposite side of the river is almost entirely demolished, and the same may be said of the 'Moglaee' near the lines of the Poona Horse detachment; the latter, I am glad to say, did not suffer, but a further rise of three or four feet would probably have necessitated the removal of the horses, and caused much damage.

The village of Koossoomba, ten miles up the river, seems to have been most severely flooded. It is almost completely washed away, and 150 out of its 2,000 inhabitants are lost. Being situated at a low level very near the river, it seems to have been cut off from the surrounding country so quickly that the people did not think of leaving their homes sufficiently soon. Many took refuge in trees and were witnesses of the destruction of their village and of the dead bodies of their fellow villagers floating down the seething torrent. This was a somewhat large and prosperous village surrounded by some very good land, a considerable portion of which was irrigated. The villages of Keir and Kheda, higher up, have both been damaged, but have not, I believe, sustained any loss of life.

Lower down the river, several small villages have suffered more or less, and about half of the large village of Betawud is destroyed.

The Dhoolia pát has been much injured, especially at the headworks, where it has entirely effaced. Other large portions of it have been more or less completely silted up, and numerous breaches are made in the banks.

The fields and gardens along the banks of the river have been much injured, the crops being either silted up or cut off as if with a scythe by the current. The silt is in many places a foot deep, and a large bank of sand and stones deposited near the Moglaee is quite ten feet deep.

The pát at Karkoody near Malligaum has been a good deal injured.

I should mention that the police arrangements for the guarding of property seem to have been very satisfactory; the men of the 17th Regt. N.I. were called out to assist.

Lastly, I must conclude with a word of praise to Messrs. Loch, Sinclair and Charles, who, at very considerable risk from currents of water and from falling houses, saved several lives.

YESTERDAY'S *Native Opinion* says:—

"All the dharamshalas and houses on the both banks of the river have been washed away, as have also the houses of Musalmans beneath the Gadhi. The old habitations of Devapoor have been entirely obliterated. The gardens on the river side have been wiped out clean. This has been more or less the case in towns and villages all along the course of the Panjara. At the village of Nera, several houses have been washed away; and out of about 1000 inhabitants living at Kusumben, not more than two hundred have remained. Kheda has lost number of houses. The Girna likewise is reported to have overflowed its banks, destroying hundreds of human beings and a large amount of property all along its course. The villages of Mehunabara and Bhadgam have suffered immensely, and many other villages are reported to have shared the same fate. As this has been the case with its tributaries, we fear the main stream will have spread death and destruction far and wide over a large area, of which we have not yet heard. This is a calamity near our homes, and we trust our charity may not be found wanting on this occasion."

DESTRUCTIVE FLOODS IN THE NASSICK COLLECTORATE.

LOSS OF SEVERAL LIVES.

A CORRESPONDENT writes from Nassick on the 20th inst:—

Simultaneously with the heavy fall of rain in Bombay, the whole of the Nasik districts was deluged. In Nasik itself 5·25 inches fell in 24 hours and the Godavari attained to an unprecedented height on Sunday. The river rose over twenty feet, and was a grand sight.

"The dikes are fill'd with a roaring sound,
The rising rivers float the nether ground,
And rocks the bellowing voice of boiling seas rebound."

The town wall in several places was breached by the force of the current, and the streets and houses for over a hundred yards from the banks on either side were flooded. Great excitement prevailed in the endeavours, successfully made, to rescue a large number of Gosavies who had taken shelter in temples and Dharamsalas in the river bed, and who were driven to the roofs of the same as the waters rose. Three dead bodies were found in the temples after the flood had subsided, and three or four are said to be missing, and considering all things it is a matter of gratulation the casualties were not greater. Rewards were offered by Mr. Erskine for the rescue of five men who were in a little elevated house in the middle of the stream opposite the Sondar Narrain Temple, but happily the flood soon began to abate and relieved every one of further anxiety.

From other parts of the district I learn that the great bandara on the river Kadwa at Palkhed, re-erected last year, and intended for the storage of water sufficient for the irrigation of some thousands of acres of land, has again for a length of over three hundred feet been washed down; the iron flying bridge on the same stream a few miles further down has been left high and dry five hundred feet from the present course of the stream; the bridges over the rivers Musam and Girna at Malligaum have been much damaged, the water having risen five or six feet over the parapets; some hundreds of houses in Malligaum and Chandanpoori have been wholly destroyed; and the new bund to the reservoir belonging to the railway company at Egutpoora has been seriously damaged. These are only the large disasters, but what a large bill of cost they represent, and what a great deal of suffering and privation! Cannot our engineers be induced to leave theories alone, and deduce a few practical formulæ from the experiences that must during the last twenty years have crowded upon them in the matter of these sudden and overpowering overflows? Then, again, does Nature provide no safety-valves? Have properly conserved forests no bearing on the question? Dr. Brandis says they have, and it seems a pity that Dr. Brandis cannot carry out all he wishes upon this subject. One is tempted, though, to ask how any scheme can be properly developed if forest officers are never allowed to settle in one district, and know thoroughly the extent of country and forests they are supposed to conserve.

POONA RACES—1872.

[FROM OUR OWN CORRESPONDENT.]

THIRD DAY, THURSDAY, 19TH SEPTEMBER.

The day dawned threateningly, and hour by hour as it went by clouds darker and darker gathered from north, and east, and west, and broke at last, as spectators began to arrive, over disappointed Poona. Nevertheless devoted sportsmen wrapped themselves in waterproofs and braced themselves up to the business of the day, as only your thoroughbred Englishmen can, in the face of wind and weather.

all Arabs. Maidens allowed 5 lbs. Winners during or before the meeting to carry 5 lbs. extra. Entrance 5 G. M. To close and name the day before the race. R. C.

	st. lb.	
Mr. Abdool Rahmon's	b a h Merrylegs ...	9 5 Hastings ..1
Mr. Ali Abdoola's	c a g Shanghai.....	8 2 Oomer.....2
H. H. Aga Khan's.....	b a g Jairam	9 7 W. Brewty..3
Capt. S. of Ali Riza's	g a g Wreck	9 4 Syed.....0

Punctually to time four little Arabs faced the starter in front of the stand for The Whim. Shanghai, getting 17 lbs. from Merrylegs, was a hot favourite, evens being freely betted on him against the field, 2 to 1 against Merrylegs, 4 to 1 against Jairam. They got off well together. Shanghai went to the front and held the lead to the foot of the hill, where Merrylegs closed, and the two raced together, leaving the rest further and further behind at every stride, until the turn for home, when Shanghai gave way and the wonderful little bay galloped in an easy winner in 2m. 59s. for the last one and a half mile.

2ND RACE.—THE POONA GRAND CHALLENGE CUP of Rs. 500 from the fund, for all Arabs. Weight for age. Maidens allowed 7 lbs., and those landed after 1st September 1871 allowed 10 lbs. The winner of the Derby to carry 5 lbs. extra. 50 G. M., half forfeit. Nominations to be taken on the 1st May, name and declare the day before the race, if declared on the 1st August 20 G. M. forfeit. R. C.

	st. lb.	
Mr. Ali Abdoola's	b a g Chieftain	8 5 Oomar ...1
H. H. Aga Khan's..h.m. Aga Moochool Shah's ..}	g a h Silvertail	9 3 W.Brewty.2

The handsome galloway Chieftain, getting a 7 lb. maiden allowance, opposed the celebrated plater Silvertail for the Challenge Cup. Offers of 3 to 1 on Silvertail were freely made, but the little one found only a solitary supporter or two at these liberal odds. Silvertail forced the pace throughout, Chieftain waiting quietly until a quarter of a mile from the post, when Oomer sent him along, and the pair ran home a great race, ending in favour of the outsider by a head. Time 2m. 59s. for the one and a half mile.

3RD RACE.—THE SASSOON CUP, of Rs. 1,000, presented by Sir A. D. Sassoon, K.C.S.I., for all Maiden Arabs. Weight for age, winner once before or during the meeting 5 lbs., twice 7 lbs., oftener 10 lbs. extra. Entrance 1st May 5 G. M., 1st June 10 G. M., 1st July 15 G. M., 1st August 20 G. M., when the race will close, with a sweepstakes of 15 G. M. for each horse declared to start. Distance 2 miles.

	st. lb.	
Mr. Ali Abdoola's	c a c Tokay	9 0 Oomer.....1
Mr. Abdool Raymon's	b a h Volcano	9 8 Hastings ..2
H. H. Aga Khan's.....	g a h Khagan	9 8 W.Brewty.3

The three crack maidens of the season here met again, each carrying a winning penalty. Tokay had slightly the call in the betting, the Aga's supporters not fancying their representative, Khagan, for the reason that he had never been trained to gallop such a distance as two miles. Volcano, however, had numerous supporters, whom, indeed, he all but pulled through. Volcano took the lead, Khagan a length behind, the colt lying off. This order continued to the top of the hill, where Khagan went up and raced the bay to the last turn, when, the distance telling, he gave way, and Oomer, who rode with great judgment, brought up the colt on the outside, a grand set to, in which both horses showed their desert breeding, ending in favour of Tokay by a short head.

4TH RACE.—THE DECCAN STAKES.—Rs. 400 from the fund. A handicap for all Arabs *bona fide* the property of civil and military officers. 1½ mile. Entrance Rs. 75. Rs. 25 forfeit for not standing the handicap. To close at 10 A.M. The handicap published at 12 noon. Declarations to be made with the nominations of the day.

	st. lb.	
Capt. Affleck's	g a h Royal Duke...	10 7 Mr. Elliot.1
Capt. G. C. Hogg's.....	c a h Lucifer.....	8 11 Owner.....2
Mr. Herbert's	g a h Sabertache....	8 10 Kurreem ..3
Dr. Beale's	c a h Romulus	10 0 Mr. Gaye .0

The Deccan stakes was considered from the first a certainty for Royal Duke, who ought to have been running first, rather than second, class company. Lucifer, attended by Sabertache, made the running for the first mile, when Royal Duke was indulged with the lead, which he maintained to the end, cantering home in 3m. 2s. Romulus seemed outpaced all the way and finished last.

5TH RACE.—AUCTION STAKES.—Rs. 300 from the fund, for all horses. Weight for value, Rs. 1,200 to carry 11 stones 7lbs. allowed or added for every Rs. 100. To close and name the day before the race. No class penalty or allowance for sex, and the winner to be put up to auction immediately after the race, any surplus over declared value to go to the fund. Entrance 5 G.M. 1 mile.

	st. lb.	
Mr. Ali Abdoola's..	n. aus g Mulatto	9 0 Hastings..1
Capt. Charles'.....	b w g Seaweed	7 7 Oomer.....2
Mr. Anderson's	c aus g King's Own..	8 7 J. Brewty.3
Mr. Mahomed Beg's	b aus g Sedan	7 0 0
Mr. Havelock's.....	b aus g Speculation...	7 7 Syed'.....0

Five second class walers came to the post for the Auction Stakes. Sedie bolted across country, and after showing a great deal of temper in endeavouring to aid himself of his rider got off badly and was never in the race. Two false starts, apparently occasioned by the jockey of King's Own, delayed the field for a considerable time, and finally he got off the worst of the four remaining. Seaweed at once showed to the front, and, retaining the lead to the top of the hill, indulged his backers with the hope that it was his day, but the game Mulatto collared him and came in an easy winner in the rather slow time of 1m. 57s.

6TH RACE.—MAIDEN ARAB HANDICAP.—Rs. 300 from the fund, for all Maiden Arabs that have started. Entrance Rs. 100. 2 G. M. forfeit for not standing the handicap. 1 mile. Entrances to be sent in by 7 A.M. the day before the race. Handicap to be published at noon. Declarations as to standing the handicap to be made with the entrance of the day.

	st. lb.	
Mr. Ali Abdoola's	c a g Shanghai	9 0 Oomer.....1
Mr. Richard's	b a h Moonshine ...	8 9 Hastings ..2
Major Probyn's	c a h Welshman ...	8 10 Brewty ...3
Mr. Abdool Raymon's	b a h Mabrook	7 12 Sedoo 0
Mr. Mahomed Beg's	g a h Royal Prince.	7 10 Blackburn 0
H. H. Aga Khan's.....	c a g Meer Akbore.	8 7 Syed 0

The last race of the day brought out six maidens—Welshman and Shanghai were made favourites, though Moonshine had many supporters. Darkness was setting in, and but little could be seen of the field until a quarter of a mile from home, when Shanghai and Moonshine had a long lead, and the former, running the longest, won rather easily by a length in 1m. 59s.

OBSERVER.

NEWS-LETTER.

(FROM OUR OWN CORRESPONDENT.)

MHOW, 19TH SEPTEMBER.

GENERAL DALY, C.B., was to leave Simla yesterday on his return to Indore.

Lord Northbrook is expected to lay the foundation-stone of the railway bridge at the Nerbudda in November next.

The Raja of Dhar came in from Indore this afternoon. A salute was fired on the occasion. He has put up in the premises lately occupied by Colonel Fuller, R. H. A. His grand ball and supper to the European gentry of Mhow comes off to-morrow in General Sir George Montgomery's bungalow. I will send you an account of the entertainment in due course.

THE MAZAGON ROAD.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Allow me to draw the attention of the Municipal authorities to the disgraceful state of the road leading from Mazagon Castle to the end of Baboola Tank. The whole length of the road is strewed with sharp little stones, the disastrous effects of which to carriages, and especially to the hoofs of horses, need no description here. Some weeks ago a letter, headed "A Horse's Complaint," appeared in your columns, drawing attention to this road. Since then, the nuisance has increased instead of being abated. At present it is absolutely necessary to *walk* a horse over the greater part of this road, to prevent his being lame, and the loss of time thus caused is very inconvenient to those who have to drive daily to the fort.

I trust the Executive Engineer, Mr. Walton, will be good enough to have the road cleared at once.

21st September. CURRUS EQUUSQUE.

SEWREE CEMETERY.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Allow me to supply an omission I made in my letter of the 9th, which appeared in your paper of the 13th instant, respecting the rules of the Roman Catholic Cemetery at Sewree, wherein I stated, the graves in the 8th division of the "Epistle Side" are not intended to be permanent. I now find on reference to the rules that the graves in all the divisions, both on the "Epistle Side" and "Gospel [?] Side" "under the arcades" and "before the chapel"—all which are placed under the head of "*temporary graves* for adults and children" are the same, liable to be re-opened and resold "when the spots shall be wanted again for burials," unless the fee demanded, as laid down in the rules, is paid to ensure its perpetuity; when a space of 7 by 3 for an adult and 3 by 2 for children is allowed to erect a monument or lay a slab, "the style and inscription of which have been approved by the parish priest."

Dadur, 20th September. A CATHOLIC.

THE SMOKE NUISANCE.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—In taking my walk abroad at an early hour the other morning and going towards Breach Candy from Girgaum I perceived before me an atmosphere [illegible] lungs giving way. My breath became shorter and my head giddy. This black atmosphere of smoke was making its way into the houses in the vicinity: upper floors seemed to be getting the heaviest share. I thought of the sleepers and referred to the effect of the smoky atmosphere upon my own lungs. Were these unconscious individuals compelled to breathe this heavy atmosphere to their own hurt, I asked myself? And the answer was plain that they enjoyed no security against the malpractices of their money-making neighbours. Somebody told me that coal smoke was in no way hurtful to the human body; I remembered this story as I looked upon the black clouds before me and asked myself whether the coal smoke consisted only of aether; whether it was made up of the constituents and proportions of the gases that go to form a pure atmosphere; and whether the smoke did or did not displace a portion of air equal to its own bulk. And as the sooty particles descended upon and around me, I asked whether these were either necessary or useful in the air-passages of those who were compelled to breathe them. To my mind a smoky atmosphere appeared to be a nuisance, and that not of the simplest kind. I would refuse to believe the best doctor in the world if he told me that a coal smoke atmosphere was good for me. I would refuse to attach any credit to the greatest range of statistics that could be collected if those statistics were intended to affront my common sense and bewitch my judgment. My face and shirt-collar were begrimed with soot during my morning's walk on the day of which I speak, and I incurred an inward coating of the same vile stuff. Undoubtedly the fires from which the smoke arose were badly cared for; the coal was heaped within furnaces that were probably deficient in air space, and an imperfect combustion was going on for the benefit of those who had to pay for the coal on the one hand, and for the benefit of those who had to be fumigated by the smoke in the other. Is there no law to protect the PUBLIC?

EXTRAORDINARY FALLS OF RAIN.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—In an article dated the 14th instant, on the recent weather in Bombay you record a rainfall of 11·03 inches between nine o'clock on the night of the 12th and four o'clock the next morning. Although I know of no instance in which so much rain has been registered within so short a time as seven hours, there are some well known occasions on which larger continuous falls of rain have been recorded. Thus at Rutnagherry in January 1871 in the cyclone storm in which the Outram was lost, 15·52 inches were registered in the Civil Hospital between 6 A.M. on the 15th January and 5 A.M. on the 16th idem.

I am also informed on authority that at Baroda 21·79 inches were registered on the 9th and 10th of August 1868; of this 11·75 inches fell between 6 A.M. and 4 P.M. on the latter day. FIDELIS.

TONGAS.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—For a good tonga go to Ahmednuggur and get it made up by Mr. Framjee Ardaseer of the camp. He will turn out "an Al one" for about Rs. 250. I have tried four of different makers at Nassick and Nuggur, but I would rather have Framjee's than any one else's. AXLTREE.

BOMBAY.

THE POONA HORSE SHOW will be opened by H. E. the Governor this afternoon at half-past four, and will continue open until the 28th inst.

THE HEAVY RAIN AT BULSAR.—We learn that the damage done to property by the recent heavy rain at Bulsar is estimated at about two lacs of rupees.

DENGUE FEVER AT BULSAR.—A correspondent states that dengue fever is still prevalent at Bulsar; and that a number of people are at present suffering from it.

CHOLERA.—Four cases of cholera were reported to have occurred on Friday, one at Bholeshwar, which proved to be fatal, one at Gora Mohula, one at the Chunam Kiln, and one on board a boat in the harbour.

THE WEATHER AT SURAT.—A correspondent informs us that in consequence of the recent heavy rain at Surat the bajree and others crops have sustained great damage. The state of public health is good.

GENTLEMEN summoned to serve on the Special Jury will be required to attend at the Court House this morning, except those gentlemen who served on the 17th and 18th instant. The latter need not attend.

THEFT.—At the Fort Police Court on Saturday Ruckma Annajee, a cartman, was charged with stealing two brass chains, the property of one Mullaree Yesoojee, and was sentenced by the Senior Magistrate to fourteen days' rigorous imprisonment.

SUICIDE.—A coroner's inquest was held on Friday at the Municipal Stables, Camateepoora, on the body of Essee, woman, who was found floating in a tank that morning. The jury found that the woman had committed suicide by drowning herself in a tank.

THE VEERAMGAUM MAHAJUN CASE.—We learn that last week Mr. Little, full-power magistrate of Ahmedabad, was engaged in the investigation of the great Veeramgaum Mahajun case. Mr. Pestonjee Dinshaw, solicitor, has now been engaged on behalf of the defence.

INQUEST.—On Friday an inquest was held at Third Marine Lane concerning the death of a Parsee by name Cawasjee Nowrojee. The jury, upon the evidence, came to the conclusion that the man's death was caused by his having committed suicide whilst drunk by drowning himself in a well.

THE LIBERATED SLAVES.—We mentioned the other day that about 150 liberated slaves were brought to Bombay by H. M.'s ship Vulture, and that a number of them were attacked with small-pox. We now learn that some of these men have died at Butcher's Island, where they were located.

BROACH GIRLS' SCHOOLS.—The annual exhibition for the distribution of prizes to the Parsee and Hindoo girls' schools of Broach took place last week at the house of Mr. Adarjee Jeewanjee, full-power magistrate of the station. There were several European and native gentlemen present on the occasion, and the chair was occupied by Mr. White the Collector.

FIRE.—On Friday night about half-past 11 o'clock, a fire broke out in a jowlee chawl, situated at the junction of the DeLisle and Clerk Roads, and belonging to to one Bhimjee Dwarkoo. The Mazagon steam fire-engine and the Camateepoora manual engine were soon on the spot. The chawl was completely destroyed; it was occupied by about seventy shoemakers. It is supposed that the fire originated by the upsetting of a lamp in a room.

THE RYOTS OF KUTCH.—The *Arya Mitra* hears that the dissatisfied ryots of the principality of Kutch are about to leave that place and migrate into British territory. Our contemporary advises these ryots not to do so, but that they should first try to conciliate their prince and to obtain from him redress for their grievances. If they fail in this attempt, they should try to obtain the intercession of the British political officer at the Kutch durbar; and if they do not succeed in the latter attempt, they should seek redress by petitioning the paramount power.

WE understand that Government have asked the Municipal Commissioner to prepare lists of house-owners and occupiers who at present pay to the Municipality Rs. 100 and Rs. 50 annually on account of the various municipal rates.—*Argus*.

WE understand that the Rev. Dr. Wilson intends shortly to proceed to Calcutta to visit some hills not far from that city which are now inhabited by the descendants of the ancient Kavarawa. The hills referred to are prominently mentioned in the Hindu Purans. —*Ibid*.

MR. H. E. JACOMB, Deputy Commissioner of Customs, Bombay, availed himself of the one month's privilege leave granted to him some time ago, and proceeded to the Neilgherry Hills on Thursday last. During his absence, Mr. H. L. Wright, Senior Assistant Commissioner, is to act for him.—*Ibid*.

MONEY ORDER OFFICE.—We understand that the Government of India have sent instructions to transfer the Money Order Office, which is now located in the building occupied by the Accountant General's Office, in the Elphinstone Circle, to the Paper Currency Office, Old Bank of Bombay Building, Rampart Row; Mr. W. S. Login, of the Paper Currency Department, will be in charge of the Money Order Office.—*Ibid*.

FLOODS AT NASSICK.—Last Sunday there was a heavy flood at Nassick. The river Gunga suddenly rose considerably, and the Biragees, a sect of Hindoos, who always stop on the banks of rivers, had located themselves on the banks of the Gunga, and at night when the floods came many of them were carried away as they slept, nearly fifty lives being lost. A flood of such an extent has not been known for the last fifty years.—*Ibid*.

PARSEE HATS IN THE THEATRE.—A social question just now engaging some attention in Bombay has been raised by the persistence of Parsees going to places of public entertainment in their tall hats, and their refusal to remove them when asked to do so in favour of ladies sitting behind them. One gentleman (Mr. Nowrojee Furdoonjee?) notorious, we are told, "for long-winded speeches at the Bench of Justices," accompanied his refusal with "a self-satisfied determined shake of the head"—"it was their custom to wear these hats." The forbearance of the Englishman who addressed the Parsee was remarkable, for there is a custom not unknown among English audiences which is called "bonneting."—*Pioneer*.

HIGH COURT.—23RD SEPTEMBER.

(Before the Hon. Mr. JUSTICE BAYLEY.)

MOTIONS.

LONG CAUSES.

150-71—Rimington, Hore, and Langley—Thucker Shamjee K. v. Robert L. King and another—Craigie, Lynch, and Owen.

683-71—Thacker and Chalk—Sagama, widow, &c. v. Assina Sydoo J. Gopa'.

90-71—Macfarlane and Skipsey—Coostna Curmee and others v. Damodhur Pandoorung—Dallas and Lynch.

264-71—Hearn, Cleveland, and Peile—William Loudon, Esq. v. Damodhur Ruyoondass—Manisty and Fletcher.

768-71—Hearn, Cleveland, and Peile—Ruttonbai, widow, v. Rustomjee Jamsetjee P.—Kelr, Pressot, and Winter.

769-71—In person, Vajoobai, widow, and another v. Dhackleebsil widow—Shamrao P.

770-71—Manisty and Fletcher—Poothabai, widow, v. Venkoo Govind and others—J. Gopall.

773-71—Hope—Succaram Hoolajee v. Shaik Ally Vulliid Abdool Cadur and another—Mody.

774-71—Crairie, Lynch, and Owen—Vijee Mahojee and others v. Kanjee Megjee—Jefferson and Payne.

775-71—Dallas and Lynch—Henry Gamble and others v. Esmae, Allarakia—Leathes and Crawford.

778-71—Jefferson and Payne—Joachim Ichude v. Framjee Ardaseer Davur—J. Gopall.

779-71—Jefferson and Payne—Dossabhoy Jevanjee v. Hunsra Curson—No appearance.

(Before the Hon. Mr. JUSTICE GIBBS.)

LONG CAUSES.

676-71—Manisty and Fletcher—Thucker Girdhur Jadowjee v. Bai Ruttonjee widow—Rimington, Hore, and Langley—Part heard.

551-71—Manisty and Fletcher—Moolchund Dowla and another v. Mahomed Khan bin, &c., and others—Rimington, Hore and Langley and Tyabjee.

429-69—Dallas and Lynch—Hassum Mahomed v. Ahmed Mahomed, &c.—Khunderao M.

610-71—Rimington, Hore, and Langley—Tricumjee Veljee v. Ruttonsey Damjee and others—Shamrao and Macfarlane and Skipsey.

262-71—Mody—Nusserwanjee Merwanjee v. Pestonjee Dinshaw —P. Din-haw.

637-71—Jefferson and Payne—Dadabhoy Rustomjee Banajee v. Jewa Ramjee—No appearance.

748-71—Thacker and Chalk—Kongseoo, Chinaman v. Ramcrushna Bulal—Shapurjee and Thakurdass.

753-71—Leathes and Crawford—Abdoola bin Ally Saheb E. v. Fatimabai, widow, and others—In person.

622-69—Macfarlane and Skipsey—Essa bin Khullifa and others v. Hajee Mahomed Currim, &c.—C. Tyabjee.

435-71—Dallas and Lynch—Gustave Jean Edward B. and another v. Hajee Ebrahim Hajee Dada—Thacker and Chalk.

448-71—Macfarlane and Skipsey—Runchordass Jairam v. Dadabhoy Wittoba—Punderao Morojee.

552-71—Tyabjee—Morarjee Poonja v. Damodhur Madhowjee—Shapurjee and Thakurdass.

780-71—Khunderao M.—Atmaram Maneck and others v. Wittoba Pandoorung—Jefferson and Payne.

781-71—Dallas and Lynch—Virchund Khimchund and another v. Thomas White and others—Rimington, Hore, and Langley.

783-71—Jefferson and Payne—Valjibhoy Khaigar and others v. Peerbhoy Essubjee and another—Shapurjee and Thakurdass.

RAIN-FALL IN BOMBAY.

	Byculla. In. Cts.	Fort. In. Cts.	Colaba. In. Cts.
Sunday, 15th Sept.	1 10 ...	0 78 ...	0 50
Monday, 16th Sept.	0 18 ...	0 34 ...	0 52
Tuesday, 17th Sept.	0 0 ...	0 10 ...	0 2
Wednesday, 18th Sept.	0 0 ...	0 0 ...	0 0
Thursday, 19th Sept.	0 0 ...	0 0 ...	0 2
Friday, 20th Sept.	0 18 ...	0 28 ...	0 3
Saturday, 21st Sept.	1 5 ...	1 36 ...	0 74
Total for the Week.....	2 51 ...	2 86 ...	1 83
Previously Registered.	84 11 ...	74 10 ...	72 91
Grand Total	86 62 ...	76 96 ...	74 74

A RUSSIAN paper says that there has lately been discovered at St. Petersburg the only work of sculpture executed by Raphael. This work consists of a group in marble representing a child reposing on a dolphin. Models in plaster and engravings of the group are well known, but the original, the existence of which at Paris about the year 1770 is incontestably proved, has disappeared since then, and it is not improbable, says the paper, that the group which has been found, among other objects of art brought in the time of the Empress Catherine II. from the Palace of the Tavrida, is really the original by the chisel of Raphael.

SHIPPING ITEMS.

THE s. s. CINGALESE, 834 tons, Captain Thomas Black, sailed on Saturday last in ballast for Cochin.

THE BARQUE ELIZABETH, 505 tons, Captain Narbitt, arrived on the 20th instant from Rangoon (July 12th) with a cargo of 6,284 bags rice and 1,048 bags grain. The vessel is consigned to Mr. Cursetjee Rustomjee.

THE following passengers arrived at Madras on the 16th per P. and O. S. N. Company's steam ship China:—

From Southampton to Madras—Miss Kohloff, Corporal Timewell, Mrs. Mackenzie's native servant.
From Brindisi to Madras—Colonel and Mrs. Owen.
From Venice to Madras—Colonel and Mrs. Bean.
From Southampton to Calcutta—Mr. Goddard, Mr. Slane, Mr. Boyack, Mr. Davies, Mr. Dodd's native servant.
From Brindisi to Calcutta—Mr. W. C. Hewby and Mr. H. Lyne.
From Bombay to Calcutta—Mrs. Duncan and child.

A CURIOUS LETTER.

A FIRM in Bombay which acts as agent for one of the lines of steamers to England has received the following amusing letter from the north of India:—

17th September.

"GENTLEMEN,—When you look at the signature of this letter, I doubt not of your surprise at its contents; but it is more on account of your amiable character, your unbounded generosity, and your Christian philanthropy, that I have ventured to trouble you with this. I became a Christian about seven years ago, and my present age is only 23 years. I received a liberal education, and am anxious to become a missionary, and am ready to sacrifice my very life and all the interests of the world to the cause of Christianity. To become a missionary, especially a Christian missionary, is a very hard thing, as his responsibilities are immense and his duties are sacred enough. Certain qualifications, especially a sound theological education, are paramountly necessary to become a missionary in a heathen land such as India. About two years ago a gentleman came out here from England and stayed at Calcutta for one month. Afterwards I became fortunately acquainted with him and at last took opportunity to petition him if he could help me to England, as I am always anxious to have a sound theological education and gain experience imperatively necessary for a missionary life. And he told me in reply that I must try to go there at my own expense, and he would then help me with necessary funds as long as I would be there as a theological student and occupy time to gain experience to take up the sacred duties. Lately he wrote a letter from England, expressing his ever readiness to help me in the way he first proposed during the time of my interview with him at Calcutta. Since that time all endeavours to raise a fund to secure a passage there have become quite a failure. You can very well understand that what great sacrifices a Hindu generally makes when he becomes a Christian. Severed from Hindu society and discarded by the rest of his countrymen, he has no other means—but to struggle for his existence. I now appeal to you if you would kindly give me a free passage, and therefore I am willing to serve as a writer in any of your steamers when it will leave the Indian shore for England. I conjure you in the name of the Lord to help me in the simple way I desire and thus render me important service to the cause of Christianity. I am a poor Christian and look to you for this help, which you cannot deny to me when I ask that help from you for the cause of the religion of our Lord. When millions and millions are at your command, will you demur to help a poor Christian, not for his own interests but that of 133 millions of his heathen countrymen. For the sake of Christ I throw myself on my knees and implore you to stretch out a helping hand to me. If you be so generous, as you must be true Christians, to accept my humble prayer, you will certainly further the cause of Christianity in India and thus extend the kingdom of God on earth. Awaiting for an early reply."

IMPORTATION OF AUSTRALIAN HORSES.

MR. LEARMOUTH, the well-known importer of Australian horses, has just brought up a remarkably fine lot of thoroughbreds and others suitable for saddle harness, the Artillery, or Remounts; in fact they are the best, taking them altogether, that have been imported into Bombay for some years. They were brought up on the Lady Octavia, Captain D. Welsh, and the passage, although a rough one, has been most successful. There were 183 horses embarked at Melbourne on the 18th July. The ship came round by Cape Lenin, and was nineteen days from the line to Bombay. Eight horses only died on the passage up, and the smallness of the mortality is greatly due to the great care with which they were attended night and day by Mr. Learmouth, and the good ventilation of the ship. The horses were all landed last week and taken to the Byculla Stables, and most of them have already got over the effects of the voyage. This is the largest importation of horses to Bombay by one ship. The ship Benledi, which sailed from Melbourne for Calcutta about the same time, arrived at Calcutta last week, having lost thirty out of 125; and the mortality among a cargo brought by the John o' Gaunt was also very great. Several of the horses are racers that have distinguished themselves in Australia, and are of the celebrated Tim Whiffler stock.

THE NEW MUNICIPAL BILL.

(*Argus*.)

THE Town Council which we are to have under the new Municipal Bill, it would be better to call the Town Clerks. Their duties will be of a decidedly clerical order, and the members are to be paid the sum of Rs. 30 each and will be expected to attend to their duties once a week, and at the end of the day they will receive Rs. 30 each. As there are to be twelve members of the Town Council, and as they will all be expected to be present at the weekly meeting and will all receive Rs. 30 each, we shall find, if we make the calculation, that at the end of the year the Town Council, or Town Clerks as they will really be, will have cost the Municipality Rs 17,280. This is a very large sum to pay to men who are to have no power at all, but such as is given to clerks in a similar position, so that the necessity for this expenditure is by no means made out. Besides this charge for keeping up a sham office, there is to be a Secretary appointed to the Town Council who is to be paid out of the Municipal fund a salary of Rs. 500 a month which may be increased to Rs. 700. Again, the Town Council is to appoint such clerks and servants as they may require. So that we shall have a sort of *imperium in imperio*, and a very expensive imperium it will be. The cost of the Town Council will be as under:—

Annual cost of 12 members.....	Rs. 17,280
" " Secretary.....	6,000
(*This sum may be increased to* Rs. 8,400)	
Clerks, &c., estimated at	6,000
	Rs. 29,280

So that

regard to the executive power being vested in the Municipal Commissioner, and especially with reference to the action taken by Mr. Crawford, complaints were not made about the work being badly done. All the complaints arose simply because the Commissioner had spent too much, and this will be prevented under this Act by the powers invested in the Town Council.

His Excellency the Governor—I think the words which the Hon. Mr. Forbes proposes to introduce by his amendment would paralyse the action of the whole bill. I think if you add "as hereinafter provided" it would be a preferable plan to the proposal by the hon. gentleman on my right.

The Hon. Col. Kennedy—I think it would be a great pity to import into this bill any ambiguity about the position of the Municipal Commissioner.

The Hon. Mr. Forbes—There is already a great ambiguity as to the relative positions of the Town Council and the Municipal Commissioner, which I think my words will do away with.

The Hon. Mr. Tucker—I see no ambiguity if the bill be looked upon as a whole.

The Hon. Mr. Forbes—The Town Council have no power at all, excepting, as I said the other day, to sign checks.

The Hon. Col. Kennedy—That is just the power which this Government has over its executive officers.

The Hon. Mr. Ravenscroft—My objection is that if the Municipal Commissioner were to be made a subordinate of the Town Council no good work will be got out of him.

The Hon. Mr. Rogers—I concur to a certain extent with the hon. gentleman who has just spoken, because by the introduction of the words proposed by the Hon. Mr. Forbes the Municipal Commissioner will be made less independent, and his executive power impaired.

The Hon. Mr. Mayhew—If Mr. Forbes' amendment is designed to take executive power from the Municipal Commissioner, that is an objection which applies to the principle of the bill, and I do not think that he is at liberty to originate that objection at the present stage of the proceedings, because it ought to have been mentioned when the proposal for the second reading was before the Council. If this amendment be agreed to, it appears to me that the whole bill must be remodelled. It is one thing to say that the Commissioner shall be as this bill defines him, and quite another to invest in the Town Council a power intended only for him. The words of the hon. gentleman will, if adopted, give a totally new aspect to the measure, and we shall be compelled to go back and frame a bill from a point of view totally different from the present one. Certainly after the labour bestowed upon the bill, and the most earnest consideration that was given to the question of how the bill could best be worked by an executive officer independent within fixed limits, it seems to me that it would be better to let the section remain as it stands now.

The Hon. Mr. Forbes—I think that one of the evils of the bill is that it is tried to guard everybody, and there is no simple principle running through it at all. It is very well to talk of its principle, but it consists of nothing else but a series of checks from beginning to end, and the probability is that if it is brought into force it will end in a muddle.

The Hon. Mr. Tucker—It is amusing to see how the objections change. First we are told that too little is defined, and in the next minute we are told that there is too much defined.

The Hon. Mr. Forbes—I do not want to put the whole executive power in the hands of the Town Council. I think that an executive officer will be found to be very useful, but I think it should be stated whether he or the Town Council is to be supreme.

The Hon. Mr. Tucker—Beyond the limits of independent action assigned to him he will be subordinate to the Town Council and the Corporation.

His Excellency the Governor—Any one who has had experience or acquaintance with the Government at home knows how much depends upon the treasury. In the same manner there can be no doubt that under this bill the Town Council will hold a position equivalent to that of the Lords of the Treasury in English administration. Under this bill the Municipal Commissioner will to a great extent be dependent on the Town Council, because without their concurrence he will have no possible means of getting the money that he may want.

The Hon. Mr. Forbes—I would point out to your Excellency that if such a thing happened as that the Municipal Commissioner were refused funds for a particular purpose Government would at once put clause 40 into force and the Commissioner would be authorised to carry out what he desired.

His Excellency the Governor—We have not yet got the length of settling to what matters clause 40 shall apply, and I may say that I am quite prepared to make that clause as limited as possible, as I certainly would not desire it to be the means of enabling the Municipal Commissioner to defy the Town Council and the Corporation.

The Hon. Mr. Tucker—That was never intended by the framers of the bill.

The Hon. Mr. Bythell—I express my opinion fully upon this point on the motion for the second reading of the bill. I know that from the expressions of opinion that I have heard fall from hon'ble members of Council that the amendment is sure to be lost, but still I cannot help saying, in reply to some remarks that have been made, that I think that if the system of divided responsibility is objectionable, as it has been said to be by the Hon'ble Mr. Tucker, I think it applies with great force to this bill. I find that in the debates on the second reading of the old Act II. of 1865 the arguments made use of then were pretty much the same as those we are hearing now, that is to say, we were told that the Municipal Commissioner would be simply an executive officer controlled by the Justices, and that if the Justices passed a certain budget of course the Commissioner would be kept from going beyond the fixed line. Now the principle of that bill appears to me to be exactly the same as that of the bill we are now discussing. We are told that the Corporation, under this bill, will have a greater amount of control than they had before, but nevertheless the principle of the two bills are the same. Again, we have got the two authorities, and, again, we are told that the Corporation will control the Commissioner, but I cannot believe that the system of divided authority, which has already failed, can by any possibility work better now. The Municipal Commissioner receives his appointment from Government, and of course he will study the Act and find out what he has authority to do—he will see that he may do as he choses regarding streets, that he may decide what drainage shall be made, whether public or household property shall be demolished if he consider that to be necessary, and that he may fill up any well or tank the existence of which he deems prejudicial to the public health. These are large powers, and I think, after considering what duties are given to town councils in England, that if the Town Council of Bombay is not fit to be trusted with the power of carrying out this Act and deputing their authority to the Municipal Commissioner as their servant, they are not fit to be trusted at all, and it would be much better to have affairs administered by Government. We have seen that the late Municipal Commissioner in Bombay was continually wrangling with the Justices as to where his power began and theirs ended; and this was about the sum and substance of every discussion at the Bench meetings for many a day. I must say that under this Act I think the Town Council and the Municipal Commissioner will be continually quarrelling as to whether he by the powers conferred on him in these sections is to carry out certain works, and they whether they shall spend certain sums of money in the directions that he points out. I cannot see how any mismanagement would ensue if the Town Council were entrusted with complete executive power, because Government would surely keep a strict watch over their proceedings. With regard to the illustration made use of by the Hon. Mr. Tucker on Wednesday, I think that if the same principle were applied to the present case it would work very well indeed, because if the agent went beyond his orders the Town Council could pull him back and keep him within the limits which they may desire. The city is now overwhelmed with debt, and I do think that it looks as if it were the wish of Government to see it sink beneath its burdens, else it would never seek to perpetuate a principle which has already wrought so disastrously. I cannot see what possible harm could result if the Town Council were invested with the power of administering this Act when Government itself will be invested with the full controlling power. I do think that if we pass this bill as it is at present we shall soon find ourselves in as bad a condition as we are in now. I trust that I shall be pardoned for speaking so strongly on this measure, but the importance of the subject must be my excuse.

The Hon. Mr. Tucker—With reference to the remarks of the honourable member who has just spoken, I may remark, with reference to the existing Act to which he alluded, that it was never our intention to carry out a radical change of system. We have throughout recognised the principle communicated by the Legislature in 1865, but where experience has shown there were weak parts in the Act passed in that year we have endeavoured to amend and strengthen them. One great fault of the present municipal constitution is that there is no board of direction or head to the Corporation. We have endeavoured to supply this omission and have given to the Corporation an efficient board of management in the Town Council. And I believe the effect of this addition will be that the Corporation will henceforth be able to control the Commissioner in all points in which control is desirable. We never intended to subvert entirely the existing system of municipal administration, nor has any good reason been shown for such a course. Our design has been merely to make the former Act more perfect and to remedy its defects so far as they had been demonstrated. This is the whole scope of the bill, and it must be remembered that we are working now upon actual experience and not on speculative theories.

The amendment of the Hon. Mr. Forbes was then voted upon, when it was lost, and clause 41 stands part of the bill.

The voting list stood as follows:—Ayes—The Hon. J. A. Forbes, the Hon. J. K. Bythell. Noes—His Excellency the Hon. Sir Augustus Almeric Spencer, K.C.B., the Hon. H. P. St. G. Tucker, the Hon. A. Rogers, the Hon. Acting Advocate-General, the Hon. Munguldas Nuthoobhoy, C. S. I., the Hon. Col. M. K. Kennedy, the Hon. E. W. Ravenscroft, the Hon. Narayen Wassodewjee. His Excellency the President did not vote.

[To be continued.]

THEY have odd ways of doing things in Rangoon some times. For instance, they kill stray dogs when the weather is unusually hot, to prevent their becoming rabid and endangering the lives of the people; and then allow their carcases to lie in the streets till they decompose, with every chance of subjecting the same people to fatal epidemics.

INDIAN ITEMS.

MAJOR SHORTT, Deputy Commissioner of Hazara, has, we see, applied for two years' furlough leave to England, and will probably be succeeded by Captain Plowden, Officiating Deputy Commissioner of Kohat.

IN consequence of the encroachments of the Ganges on the East Indian railway in the Bhagalpore district, a strip of land, one mile in length and twenty-five feet in breadth, is to be taken up by Government for the purpose of constructing a diversion of the present line of railway.

MESSRS. MONTEITH AND Co. of Calcutta have despatched to Bangkok a large order of harness for the King of Siam. The harness is required by his Majesty for the processions, &c., which are incidental to the ceremony which he has shortly to go through of resigning for a time the royal for a monastic garb and entering a religious house.

HIS HONOR THE LIEUTENANT-GOVERNOR proposes visiting the undermentioned stations on or about the dates specified:—Moradabad 6th November, Bijnour 13th November, Roorkee 19th November, Hurdwar 22nd November, Dehra 27th November, Chukrata 6th December, Saharunpore 13th December, Meerut 26th December, Delhi 1st January, Muttra 13th January, and Agra the 18th January.

BENGAL POSTAL DEPARTMENT.—We understand that Mr. W. H. Verner, C.S., Officiating Postmaster-General of Bengal, made over charge on the 17th of the office to Rai Dinu Bandhu Mitra, Bahadur, for Mr. J. Tweedie, C.S., the Postmaster-General of Bengal, now in Darjeeling. Mr. Tweedie receives charge of the office from Darjeeling. Rai Dinu Bandhu Mitra, Bahadur, Inspecting Postmaster, at present attached to the Postmaster-General's Office on special duty, is appointed to be Inspector of the Post-offices on the E. I. Railway line from Calcutta to Benares and its subordinate offices. His place in the Postmaster-General's Office will for the present remain vacant.—*Englishman.*

THERE can, we think, no longer be any doubt but that the "dengue," or something very much resembling it, has at last put in an appearance in the city of Umballa.—*Mofussilite*, Sept. 18.

A MURDER AND SUICIDE occurred here the other day. A Golundauze from Jutog came down to Umballa to take his wife, who was living with her parents, back to the station. It appears that for some time there was a misunderstanding between him and his spouse's parents regarding her detention at Umballa. At length a reconciliation was effected and he was permitted to remove his wife to Jutog. On the morning the party left for their destination, and when only a short distance from the Artillery bazaar, near some sand hillocks, the Golundauze suddenly attempted to stab his wife, when the sister-in-law, who accompanied them, threw herself between the murderer and his intended victim, and was killed. The man then deliberately destroyed himself by cutting his throat.—*Ibid.*

SALE OF EUROPEAN MEDICINE BY GOVERNMENT IN THE MOFUSSIL.—We see from the accounts of sales of European medicines on behalf of Government in the Mofussil, that the scheme is gradually proving successful. There has been an increase in the sales for the half-year ended the 31st March, 1872, as compared with those for the previous six months, of Rs. 3,399, solely due to an increased demand for quinine. The sales of chiretta, jalap, and cholera pills has not increased. In some districts, such as Howrah and the Garo Hills, where no sales have taken place, the system is to be discontinued.—*English.an*, Sept. 19.

MURDER.—Three men, two Europeans and a West-Indian, named respectively George Wilson, Robert Mitchell, and William Jewett, apparently seamen, are in the custody of the police on a charge of wilful murder. The deceased, who was also a West-Indian, named John Stanley, had, it appears, been engaged in a fight with the man Jewett, when the other two joined in it, and he fell, receiving a stab with a knife on one of his thighs. He was removed to hospital, where he made the following statement before his death to Mr. Miller, the magistrate:—"I think that I am dying. A man stabbed me. I don't know his name. He was pretty well in liquor. It was done by a coloured man named Bill Jewett. He asked me for a few pice. He was quarrelling with me all the evening." He died this morning at 1-30 A.M. The police, however, have evidence to show that the man Wilson, and not Jewett, was the one who gave the deceased the thrust with a knife. The Coroner, who was informed of the death, viewed the body with a jury last evening, and will hold an inquest over it to-day (Thursday). The fight took place in Bow Bazaar Lane last Tuesday night.—*Ibid.*

A CONFLICT BETWEEN THE EXECUTIVE AND JUDICIAL AUTHORITIES.—A custom hitherto prevailed with the Calcutta police magistrates, on receiving complaints of minor offences, to issue orders upon the local police, directing them to call upon the parties complained against, and warn them against a breach of the law. The Commissioner of Police has, however, recently interdicted the execution of such thanna warnings, as they were commonly called, by the police. In consequence of this order the Southern Division Magistrate, on receiving applications for summonses in such cases, requires some evidence to be adduced before bringing the accused parties into court to answer the charges. For this purpose subpœnas are occasionally issued for the attendance of witnesses before the accused has any notice of the proceedings taken against him. In one of those cases lately, an accused party, seeing a subpœna served upon one of his friends in a matter in which he was described as defendant, but in which he had received no summons, hastened to his attorney, who advised his client to attend court (accompanied, of course, by himself) notwithstanding that he had received no summons to do so. He did so, and on going into court found that an application was made for a summons.—*Ibid.*

MR. COWAN AND MR. FORSYTH.

TO THE EDITOR OF THE "PIONEER."

SIR,—My attention has been drawn to a letter in the *Times* of the 17th July, written by Mr. William Forsyth, brother of the late Commissioner of the Umballa Division, and also to another letter on the same subject, addressed by Mr. Douglas Forsyth to the Calcutta correspondent of the *Times*, and published in the *Times* of the 6th August. Mr. William Forsyth in his letter charges me with "pure invention" in having, in a copy of a letter submitted by me to the Government of India, made his brother use words "you have acted admirably," instead of the words really used by his brother, *viz.*, "you have acted with energy and promptitude." It is true that, in the following sentence, Mr. William Forsyth says he has no doubt I made the mistake "inadvertently;" but this, you will observe, does not efface the impression made by the preceding expression "pure invention." Mr. William Forsyth further adds that his brother's letter, from which the above quotation is made, was written before his brother knew that his orders had been disobeyed, *i. e.*, before he received my report of the executions at Mulair Kotla. Mr. Douglas Forsyth, in his letter to the Calcutta correspondent of the *Times*, writes in the most emphatic manner in denial of the use of the expression "you have acted admirably;" and states that the use of these words has seriously prejudiced his case, or, in other words, that these words have made it appear that he thought my conduct admirable, whereas his sentiments were quite the reverse. I beg you will allow me space in your columns to explain the circumstances under which the mistake—which does not affect Mr. Forsyth's conduct one way or the other—occurred, and also to point out misstatements of fact in the above letters which unquestionably prejudice *my* case. In April last I was at Mussoorie, awaiting the final orders of the Government of India in my case. I received a letter from the Supreme Government, informing me that Mr. Douglas Forsyth had drawn up a narrative of the Kooka outbreak which had been laid *confidentially* before the Acting Viceroy, Lord Napier, whose attention was arrested by a statement made therein to the effect that Mr. Douglas Forsyth had sent orders to me to keep the prisoners for trial, which order *Mr. Cowan must have received some hours before he executed any.* His Excellency remarked that this statement was not only opposed to the statement made by me in the official correspondence submitted by the Punjab Government, but was also opposed to the spirit of Mr. Forsyth's own version of the same incident in that correspondence—no mention of a letter to the above effect having been made in it,—and explanations were called for. My reply was a distinct denial that any such orders had reached me previous to the executions. I then also for the first time learned that Mr. Douglas Forsyth, whom I believed to have fully approved of the action taken by me, had, in letters to Government, declared that he *deprecated* and *deplored* my conduct; and, in self-defiance, I submitted to Government the following copy, written from recollection, as all my papers were at Loodiana, of a demi-official letter addressed to me by Mr. Douglas Forsyth on the 18th January, after the receipt by him of my report of the executions on the 17th:—

"MY DEAR COWAN,—I fully approve and confirm all you have done; you have acted admirably. I am coming out.—Yours sincerely,

18-1-72. T. D. FORSYTH."

On my return to Loodiana, some time afterwards, I discovered that the above was not a correct copy of Mr. Douglas Forsyth's letter, and I submitted to Government a correct copy, which was as follows:—

"MY DEAR COWAN,—I write a line to say that I *fully* approve and confirm all you have done. You have acted with energy and promptitude. I am coming out.

18-1-72. (Sd.) T. D. FORSYTH."

The discrepancy, as will be seen, is trifling, and an unnecessary fuss has, I think, been made about it. In his letter to the *Times* Mr. William Forsyth asserts that the above letter was written *before* his brother knew that I had *disobeyed* his *orders*, *i. e.*, before he heard of the executions. This is simply at variance with fact. Mr. Douglas Forsyth has never attempted to deny that my report of the executions reached him some hours before he wrote the above letter, which contained his unqualified approval of them. In his letter to the Calcutta correspondent of the *Times*, denying emphatically the use of the words erroneously attributed to him, Mr. Douglas Forsyth unquestionably wishes it to be understood that he did *not* approve of my action at Mulair Kotla. He has forgotten that in a letter written by him to his brother on the 26th January, nine days after the executions, he stated that *undoubtedly the prompt action taken by Mr. Cowan saved the province from a serious rising.* This letter was quoted by William Forsyth in a letter which he addressed to the *Times*, and which appeared in that journal on the 2nd March. It is quite certain that Mr. Douglas Forsyth *then* thought my conduct admirable. It is equally certain that it was not until the Government of India had expressed its disapprobation of my conduct that he began to deplore and deprecate the action taken by me.

I have to apologise for the length of this letter; but desire to make one more remark before finishing with this unpleasant subject. When two servants of Government commit the same offence, on what principle of justice is the *subordinate* chosen for exemplary punishment? On the 17th January, in the belief that a serious rising would thereby be prevented, I ordered the execution, without trial, of prisoners taken in open rebellion with arms in their hands. Twenty-four hours later, when the necessity for making an example no longer existed, Mr. Forsyth executed sixteen more prisoners, also without any form of trial. I am dismissed the service; Mr. Forsyth is merely reprimanded.

LAMBART COWAN.

THE EUPHRATES VALLEY RAILWAY.

ON Tuesday we published the full text of the Report of the Select Committee appointed to examine and report upon the subject of railway communication between the Mediterranean, the Black Sea, and the Persian Gulf. The following article on the Report appears in the *Times* of the 20th ultimo:—

It would almost seem, from the discussion in the Geographical Section of the British Association on the routes to India, that there are men who believe the dream of many years—a railway along the Valley of the Euphrates—to be at last coming true. Poor General Chesney, the first projector of the scheme, and to the last its ablest advocate, has gone from us too soon. Another year or two and his desire might have been fulfilled. The Americans have made a railway from the Atlantic to the Pacific, and, not content with one iron road across their continent, are busily engaged in making a second, and have projected a third and a fourth. The example is exciting. Are Britons, it is asked, less enterprising than their kinsmen sprung from the same stock? Is India less broad, less populous, less productive in all the elements of true wealth than the State of California? Is the Valley of the Euphrates, the Paradise of the Old World, less worthy of being tracked than the Great Desert of the West with its Salt Lake City? Let us have a railway through Mesopotamia. It can be done; it ought to be done; it must be done. The only question remaining to be fought over is the route to be selected. Upon this, indeed, there was some diversity of opinion at Brighton; but while geographers there may confine themselves to debating the course of a railway they hold as good as settled, outsiders will continue to ask themselves whether the project is so clearly desirable as to justify the outlay it will require. Above all, who is to bear the burden of this outlay? Suppose the railway were to prove unremunerative, will the deficiency of income to pay the interest on the capital that must be raised for its construction be taken from the English taxpayer or from the Indian ryot? This is a point which does not appear to have received much attention at Brighton, and—what is stranger—it was singularly neglected by the Select Committee of the House of Commons, whose Report on the subject we print in another part of our impression of to-day.

The expense of constructing a railway along the shortest and cheapest route that has been suggested would be ten millions sterling. This is the first fact to be borne in mind in considering the subject. The second is that there is not the slightest hope that the railway would pay. It might, perhaps, find sufficient support to defray working expenses, including, or not including, the maintenance of the road, but it would yield little or nothing to provide for the interest on its cost. The through traffic would be confined to mails and passengers, and it is doubtful whether passengers would not desert the line in the summer. The heat of the Red Sea is nothing to that of the Persian Gulf, and a land journey from the coast of Syria to the Persian Gulf would be even more trying. Lord Sandhurst goes so far as to prefer the Suez route at all times for the transport of soldiers, while Lord Strathnairn is in favour of the Euphrates line in winter only. Even with a full complement of passengers it would be scarcely worth while to run a mail train along the Euphrates route more than twice a week. There is, indeed, some talk of local traffic, and many names, venerable in their associations, are recited to encourage hopes of this source of income; while others suggest that a railway through the plain on the right bank of the Euphrates would develope order, industry, and population along its course, so that its stations would soon become thriving centres of busy life, according to the American pattern. Nobody in the city of London, however, would invest money upon such expectations. No country and no place is too sacred to be safe from the shriek of a railway whistle if it will pay to make a railway to or through it; but the men who are not repelled by associations from intruding where traffic is to be got, naturally disregard associations where no traffic is to be got. The same indifference is manifested in each case. The construction of the railway by private enterprise being practically impossible, we are driven to ask whether there is a sufficient inducement to lead any Government or combination of Governments to undertake it. The Select Committee of the House of Commons had before them an offer made by Musurus Pasha, on the authority of the Turkish Government, and they arrived at the conclusion that if anything was seriously contemplated the English Ministry should place themselves in communication with the Government of Turkey. The Memorandum of the Turkish Ambassador referred to a railway from Alexandretta, on the Mediterranean, *viâ* Aleppo to Bussorah, at the head of the Persian Gulf, with or without a deflection from its course to take in Bagdad; and the effect of it is that if England would guarantee 4 per cent. interest and 1 per cent. sinking fund on the capital of the undertaking, Turkey would grant all the land necessary for the purpose, and would supplement the income of the railway by the Custom's dues and Port charges of Alexandretta and Bussorah, besides certain Provincial revenues along the line of the railway. The conveyance of English troops would, moreover, be guaranteed at the same cost as Turkish troops, and the English mails to India would be conveyed free of charge. No estimate is given of the amount of the revenues thus promised in aid of the income of the railway, though this is obviously a material item to be considered. As the scheme is drawn up, it rests on our possession of a power as great as was ever associated with the seal of Solomon. We have but to enter upon a guarantee which will cost us nothing, and an army of Djinns will forthwith set to work to construct a road of iron from the Midland Sea to the East. It is plain that in such a matter we owe some little duty to our own position. The railway would lie wholly within the Ottoman Empire, and it is not strange that the Ottoman Government should offer great advantages to those who would undertake to make it; but we could not enter upon any guarantee in the matter without some reasonable assurance that it would not add to the embarrassments of the Porte. If we took any share it would be for the purpose of obtaining a second route to India, and we could not commit Turkey to a hopeless undertaking because of its advantage to ourselves. We must be prepared not merely to consent to a contingent but to a direct liability on account of it; and the question would arise whether the revenues of India or of England ought to be charged with any contribution that would be made. It can scarcely be doubted that the motives which make men look upon the project with so much favour that if it could be accomplished for nothing they would like to see it done are as much English as Indian. The Government in India have, indeed, intimated an opinion that the scheme is not of paramount interest to them, though they would be glad to see it accomplished. The position of the United Kingdom is as much concerned in it as the dependency, and any contribution towards its cost, supposing it undertaken, might not unfairly be equally divided between the two Governments.

It is, however, altogether premature to assume that it is desirable to embark on such an undertaking as a railway along the bank of the Euphrates,. The comparison of America is in this instance of very little value. The railway from the Atlantic to the Pacific was made in competition with the Panama route, involving two long sea voyages and a difficult transhipment across the Isthmus, and with the still longer route round Cape Horn. The Euphrates Valley Railway would come into competition with the existing route by railway to Suez and down the Red Sea, and with the route through the Canal. The saving of time in the Californian journey is immense; the saving of time by the Euphrates route is comparatively trifling. It would not be worth while to think of making a railway from Alexandretta to the Persian Gulf, but for the possibility of an interruption of the route across Egypt or through the Suez Canal. Is this possibility sufficiently practical to induce us to attend to what would otherwise be dismissed as a dream? The question may be doubtful; but we are at present inclined to answer it in the negative. It would be much easier to secure the neutralization of the Suez Canal; and, indeed, it ought not to be difficult for us under any circumstances to keep the Egyptian highway open. It will, at all events, be acknowledged that a good deal of inquiry is necessary before any practical step is taken, and the inquiry might take a wider range than was contemplated by the Select Committee. Besides examining the capabilities of Alexandretta, *alias* Scanderoon, and the rival harbours of the Mediterranean, and of Bussorah, Grane, or Kowett, and the other harbours on the Persian Gulf, it would be proper to consider whether a railway which, as far as we are concerned, would be useful only for the conveyance of mails and of a few passengers, might not be built on a different and lighter model than that adapted for railways of general utility. When these and similar questions have been examined, and the financial conditions of the scheme are proved to be reasonably good, it might be wise to adopt it; but the period thus contemplated cannot be near.

FAST YOUNG LADIES.

(*Liberal Review.*)

SOME few years ago a great deal was heard about the "girl of the period." She was sketched in many newspapers and pamphlets, and badly-drawn and cleverly-drawn caricatures of her might have been seen hanging up in numerous shop-windows. She was invariably depicted as the naughtiest, most eccentric, and generally most useless representative of the sisterhood the world had seen for many ages. While it was pointed out that her vices and failings were numerous, it was shown that her virtues were only conspicuous by their absence. The thing was overdone, and thus, though at first the general public were amused, after a time they grew weary of seeing the womanhood of England held up to ridicule, and often to something worse. Justice was at no time done to English girls. The idiosyncrasies of a small minority were accepted as pertaining to the whole class, and nearly all were embraced under the wholesale condemnation. This was a pity, apart from its injustice. Had the section which alone deserved censure been singled out, much good might have been the result; as it was, people who felt that the cap fitted them, disposed of the allegations by alleging that they were the utterances of reckless and thoughtless writers. But, for all that, the condemnation was not, and is not, altogether uncalled for. There existed then, as there exists now, a large and growing class of "fast" young ladies who might advantageously be checked in their onward careers. They may be encountered without much trouble, for they ostentatiously thrust themselves upon public notice. They have, generally, plenty of self-confidence, lots of lung power, and a certain amount of personal attractiveness, enhanced by their style of dress, which, though "loud" and, generally, extremely inartistic, has charms for men of a certain type. It can be compared to nothing so well as that adopted by the *demi-monde*; indeed, it seems the desire of the "fast" young ladies to imitate the latter in many particulars besides dress, so much so that people may well be excused for occasionally mistaking them for what they are not. They have many accomplishments. Provided they get with a congenial companion, their conversational powers do not fail them. They go galloping on from topic to topic in a merry, devil-may-care fashon. No doubt, were they wise, they would avoid vulgar slang and some of the topics upon which they touch, and refrain from expressing sentiments which do not sound well coming from lovely and presumably innocent maidens. They would be more charitable towards their neighbours, less sparing of hostile criticism upon those who do not affect the same kind of life as they do. Their sisters, who lack such personal attractions as themselves, should not be cuttingly alluded to; nor young men, of studious habits and steady mien, be dubbed "muffs," and other uncomplimentary epithets—notwithstanding the fact that, in the majority of instances, they may be incorrigible blockheads. No man living likes to hear a woman speak ill of anybody—unless it be a dangerous rival for her favour. All instinctively feel that, from feminine lips, especially when the owners and the lips are alike beautiful, nothing but sugar-plums should fall. Thus, it is far more jarring to hear a woman speaking ill of her neighbour than it is to listen to a man so doing. The "fast" young ladies, then, defeat their own purposes, in being sarcastic at the expense of other less-gifted beings than themselves, in expressing a preference for dubious pleasures, and in sneering at Mrs. Grundy's laws of propriety. But the fact remains that they can talk, which, though talking is reputed to be a purely feminine attribute, is what many young ladies are unable to do except under the most advantageous circumstances. Frequently, they can sing and play fairly, though their style may be, to use a dramatic term, stagey to the last degree. They are, generally, great adepts at croquet, and if they have pretty feet, can show them in the most charming manner, during the progress of this interesting game, to great advantage. They use violet powder, and the various cosmetiques known to ladies, with considerable skill, and manipulate false hair, sufficient, one would almost think, to stock a hairdresser's shop, with marvellous dexterity. A cigarette—may we whisper a cigar—is no stranger to their ruby lips, and, strange to say, does not cause them to betray symptoms of internal uneasiness. They understand betting, and, unlike most gamblers, win a good deal more than they lose. Fortunately, however, their wagers are confined to such trifles as gloves and feminine articles generally. They can frequently ride, row, and indulge in other muscular pursuits. But, perhaps, the accomplishment in which, of all others, they mostly excel, is that of flirtation. You can get up a flirtation with them—if you are an Adonis—a really desperate affair, with little difficulty. Without committing yourself to an engagement, you may squeeze their little waists, caress their dainty waists, and press kisses upon their rosy lips, and it will not follow as a natural consequence that "mamma" is made acquainted with all the circumstances. Nor need you fear that the injured ones will be morally offended with you. Rest assured, if you can enjoy a bit of fun, so can they; and if you can keep good counsel, so can they. It will thus be evident that "fast" young ladies have many accomplishments.

The *summum bonum* of existence of the "fast" young ladies is to get as much pleasure out of life as possible. That is paramount to duty by a long way. Their chief idea of what pleasure consists is to secure as much male admiration as possible, and to triumph over many feminine rivals. Hence some of their eccentricities and follies. They have small regard for any one but themselves. They enjoy eating and drinking, and are not ashamed to do either, publicly or privately. Indeed, they rather delight in setting the ordinary usages of society at defiance. Yet they are snobbish and insufferably proud. They would laugh heartily at the idea of love in a cottage, and have no hesitation in roughly squelching the aspirations of humble devotees. They do not profess to believe in sentiment to any very great extent; indeed, they are professedly worldlings. Such girls shine for a few years. The "fast" men of the set in which they move are loud in their praises, and court their society. But they do not marry. They are passed over for less extravagant and quieter creatures. Their admirers argue justly that it would need a millionaire to support them. By-and-by their beauty fades, their vivacity becomes forced, and their admirers few and far between. If they do not elope with the coachman or the footman, they often do what is, perhaps, quite as bad,—become disappointed women. Defend us, then, from "fast" young ladies, and may their numbers become less.

PICKINGS FROM PUNCH

OF AUGUST 31.

WHY is a middle-aged gentleman like the Athanasian Creed?—'Cause he's a medieval cuss.

THE MOMENTOUS QUESTION AT CROQUET.

Eligible Bachelor—"Shall I follow you up, Annie; or leave myself for Lizzie?"

MEET TO KNOW.

Why is Warwickshire not affected by the high price of meat?—Because there is Nuneaton there.

AUDI ALTERAM PARTEM.

The "Intoxicating Liquors" Act would do some good in the city if it could prevent money from getting tight.

ALLITERATION.

Said Robinson to Brown—"Curious coincidence of W's—Wellesley, Wellington, Waterloo." "And Wittoria," suggested Brown.

"AT THE CHURCH GATE."

"So now you've been to church, Ethel! And which part of it all do you like best?"

"*This* part, Mamma!"

JEDDO AND BELFAST; OR A PUZZLE FOR JAPAN.

Japanese Ambassador—"Then those people, your Grace, I suppose are heathen?"

Archbishop of Canterbury. "On the contrary, your Excellency: those are among our most *enthusiastic religionists!*"

LIFE WOULD BE PLEASANT, BUT FOR ITS "PLEASURES."—*SIR CORNEWALL LEWIS.*

In consequence of the English watering-places being crowded, people are glad to find sleeping accommodation in the bathing-machines.

Boots (from Jones's Hotel)—"I've brought your shaving water, Sir; and you'll please to take care of your boots on the steps, gents: the tide's just a comin' in!"

PASSIBUS ÆQUIS.

The old joke-books (which too many of *Mr. Punch*. Correspondents study very conscientiously) all contain as "Extract from a Country Newspaper" "Mr.—— dropped down dead, and instantly expired." The following, from a Leeds paper, may as well be inserted in the same page:—

"A despatch from Belfast states that the carman who was killed in the demonstration on Thursday is dead."

INITIALS IN VOGUE.

Lively Young Lady (to Paterfamilias)—Note from Gertrude Clack, Papa. "My dear Annie,—Will you favour us with your company to-morrow afternoon at a game of croquet, to come off on the lawn at four precisely. D. V."

Paterfamilias—D. V., my dear! Miss Gertrude Clack is very profane.

Lively Young Lady—La, Papa! D. V.—the dresses we are all to wear, you know. Dolly Vardens.

BANKS.

ORIENTAL BANK CORPORATION.
Incorporated by Royal Charter.

The Current Rates of EXCHANGE are:—

		Per Rupee.
On London at 6 months' sight		1s. 11 5/16d. do.
,, 3 do.		1s. 11 1/16d. do.
,, 1 do.		1s. 10 15/16d. do.
,, on demand		1s. 10 15/16d. do.
On Scotland and Ireland	demand	1s. 10 13/16d. do.
On Paris	demand	1s. 10 3/4d. do.
On Circular Notes payable in Egypt, Syria, the Continent of Europe, America, &c.		1s. 10 3/4d. do.

No Drafts at six months' sight are granted for sums under £50. Sums under £20 are only drawn for on demand.

All Treasury Drafts, Hoondees and other orders for realization, to be endorsed, "Pay the Oriental Bank Corporation, or order."

Any information as to rules of business may be had on application at the Office, or by letter to the Agent.

Bombay, 4th September 1872.

COMPTOIR D'ESCOMPTE DE PARIS.

HEAD OFFICE:
PARIS.

SUBSCRIBED and PAID-UP CAPITAL £3,200,000
RESERVE FUND ..... £ 800,000

LONDON BANKERS:
THE UNION BANK OF LONDON.

CURRENT ACCOUNTS.

INTEREST is allowed at TWO PER CENT. on daily balances.

DEPOSIT ACCOUNTS.

Interest at 3 per cent. allowed on Deposit subject to 12 months' notice of withdrawal.

INTEREST at THREE PER CENT. allowed on money placed in Deposit at seven days' notice.

INTEREST at FOUR PER CENT., subject to six months' notice of WITHDRAWAL.

LOANS granted on French Rente and other approved Securities.

All remittances to be endorsed "PAY COMPTOIR D'ESCOMPTE DE PARIS, OR ORDER."

HENRI DUVAL, Acting Manager.
14, Rampart Row, Bombay, 31st January 1872.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

HATTON COURT, THREADNEEDLE STREET, LONDON.
INCORPORATED BY ROYAL CHARTER.

PAID-UP CAPITAL—£800,000.

BRANCHES AND AGENCIES.

BOMBAY.	RANGOON.	HONGKONG.
CALCUTTA.	SINGAPORE.	SHANGHAI.
AKYAB.	BATAVIA.	HANKOW.

THE BANK'S AGENCY IN BOMBAY

GRANTS DRAFTS ON ITS HEAD OFFICE AND LONDON BANKERS, AS WELL AS ON THE OTHER AGENCIES AND BRANCHES;

NEGOTIATES, AND RECEIVES FOR COLLECTION, BILLS OF EXCHANGE; EFFECTS REMITTANCES IN THE BANK'S OWN DRAFTS, WITHOUT CHARGE FOR COMMISSION; AND CONDUCTS ALL KINDS OF GENERAL BANKING BUSINESS.

INTEREST.

On Current Deposit Accounts interest is allowed at 2 per cent. per annum, on the minimum Monthly Balances, up to Rs. one lac, but no interest will be allowed on balances of less than Rs. 1,000.

DEPOSITS OF MONEY

ARE RECEIVED AT CALL AND FOR FIXED PERIODS, ON TERMS WHICH MAY BE LEARNED ON APPLICATION.

All Letters should be addressed, and Remittances made payable, to THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

JAMES DOUGLAS, Agent in Bombay.

AGRA BANK (LIMITED).

CAPITAL—£1,000,000.

HEAD OFFICE—NICHOLAS LANE, LOMBARD STREET, LONDON, E.C.

BRANCHES.

BOMBAY.	CALCUTTA.
KURRACHEE.	MADRAS.
LAHORE.	AGRA.
HONGKONG	SHANGHAI.

EDINBURGH.

LONDON BANKERS:
THE BANK OF ENGLAND.
MESSRS. GLYN, MILLS, CURRIE & Co.
THE NATIONAL BANK OF SCOTLAND.

CURRENT ACCOUNTS.

INTEREST is allowed at 2 per cent. per annum on the minimum monthly balance up to Rs. 100,000. Should the balances fall below Rs. 1,000 at any time during the half-year, no interest will be allowed.

FIXED DEPOSITS.

DEPOSITS received for fixed periods on the following terms, viz.:—

At 4½ per cent. per annum, subject to 12 months' notice of withdrawal.

For shorter periods deposits will be received on terms to be agreed upon.

BILLS issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection.

Interest allowed on Government Securities, viz., 5 per cent. Promissory Notes, 4 per cent. Bombay Municipal Debentures, 4 per cent. Bombay Improvement Trust Debentures, 4 per cent. Bombay Port Trust Debentures, 4 per cent. Bombay Municipal Debentures, in East India Stock and Loans, and the safe custody of the same undertaken.

Interest drawn, and Army, Navy, and Civil Pay and Pensions realized.

Every other description of Banking business and Money Agency, British and Indian, transacted.

All Drafts or Hoondies forwarded for realisation should be made payable to the Agra Bank, (Limited), or order.

Hours of business—10